



RECORD OF CONVERSATION

Wife statement and 72-hr "Look Back"

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: December 22, 2020
Person Contacted: Stacey Lewis (pilot's wife)
Contact Number: [REDACTED]
NTSB Accident Number: ERA21LA085

Narrative:

Mrs. Lewis stated that she has flown with her husband for years and during that time they have had emergency landings several times and the first thing they did was unlatch the doors.

She stated that her husband flew into Swainsboro Sunday morning (the day of the accident), and worked 7 am to 7 pm, and the next morning he was due in Alma to work at a different hospital. When he didn't show up there, they sent officers to the house. She stated that in the 20 years she was with him, he never missed work. She called the hospital in Swainsboro and the nurse there called the airport manager, who reported that the courtesy car was there. She said that they have Flight Radar 24 which is an app, and that it last showed him over Ft Stewart. He texted his son before he left Swainsboro, and his son advised him that there were low ceilings; her husband stated that he was going to Claxton to get fuel then said he was just coming back home.

I asked Mrs. Lewis to recall as much as she could about her husband's 72 hours prior to the accident. She responded that, "I just remember Saturday, he usually doesn't tell me his schedule, but on Saturday he did. She stated that on Thursday, he was off, and he and (his daughter) were at their other house. On Friday morning, he brought their daughter home from high school, arriving at the home at 10:30 am. (She had gotten out of school early.) He was tired and was on the couch and on his laptop. He and their daughter went to a local restaurant for dinner. All day Saturday they laid tiles in their closet since the hot water heater leaked and then then her husband and son were flying the drone. It was after that that he came inside and told me that he was working the day shift Sunday, then would come home before going to Alma to work a 24-hr shift there Monday morning.

She stated that she spoke to her husband on Saturday night, and they were playing with some of the Christmas decorations, talking about when the kids were little and then they both went to bed. He went to bed around 11 pm and she went to bed around midnight. He was up and out early Sunday morning. There were text messages that their son exchanged with her husband, and she read them to me:

4:44 pm: Dr. Lewis: First slowdown
4:45 pm: Son: Is it raining there?
Dr. Lewis: Have not been outside. Will look on way to airport. Raining there?
6:34 pm: Son: What are you doing? If you are flying here low fog and a lot of rain so IFR
6:36 pm: Dr. Lewis: Ugh. Will check weather before leaving
6:37 pm: Son: It's LIFR
6:38 pm: Dr. Lewis: SBO
6:39 pm: Son: What's that mean?
7:00 pm: Dr. Lewis: Swainsboro (SBO)
7:01 pm: Son: Oh. LIFR at Eagle Neck and Brunswick ceiling 400 ft
7:02 pm: Son: And rain.
7:22 pm: Dr. Lewis: Yep. I see weather. Will take off soon.
7:23 pm: Dr. Lewis: May get gas in Claxton.
7:55 pm: Dr. Lewis: Over Claxton. Not stopping here. Heading Eagle Neck.



RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: January 11, 2021

Person Contacted: Stacey Lewis (pilot's wife), Marc Lewis (pilot's son)

Contact Initiated by: Daniel Morgan, NTSB Transportation Disaster Assistance

NTSB Accident Number: ERA21LA085

Narrative:

The following questions were posed to individual named above:

1. What are the locations of their homes, and at which residence was Mr. Lewis expected to stay the night of the accident?
2. How would Dr. Lewis typically have flown into Eagle Neck in LIFR conditions?
3. Did Dr. Lewis have an aviation app he used when coming into Eagle Neck?

Mrs. Lewis responded the following:

- The pilot departed Swainsboro Airport and followed his typical route (as per what her 14 year-old son viewed on FlightAware) across Ft. Stewart towards Eagle Neck airpark. Their primary address is in Townsend, GA. He was expected to return to their primary address that night. The following day, when the pilot had not returned home, Mrs. Lewis "figured he slept at the pilot's lounge in Swainsboro".
- The pilot used Garmin Pilot aviation App on his mobile phone.
- Mrs. Lewis advised she believes the pilot had flight following that night.



MEMORANDUM FOR RECORD

Record of Conversation

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: January 11, 2021; 1432 EST

Person Contacted: Stacey Lewis (pilot's wife), "Chip" Lewis (pilot's son)

Contact Initiated by: Daniel Morgan (TDA), with Lynn Spencer (IIC) participating

NTSB Accident Number: ERA21LA085

Narrative:

Dan connected all call participants and started the dialogue. He explained that he was on the call to facilitate and assist in answering questions, but that Lynn would be asking the questions. He explained that they should take their time in responding to questions and should feel free to ask for clarification if they do not understand any question. The following questions were posed:

1. Have you been able to access Mark's phone? Would you send it to NTSB for inspection?
2. Did he have an iPad he used while flying? Was he using it on the accident flight?
3. How did Mark use the Garmin 430s and the aviation app on his phone? How would he typically navigate into Eagle Neck in VFR or IFR conditions?

The following digest is a summary of the responses and dialogue:

1. Mrs. Lewis indicated that the phone was locked at the attorney's office, but that Chip could answer questions. Yes, they have been able to unlock it and yes, they are happy to ship it.
2. Mrs. Lewis explained that Mark had a Samsung tablet but not on the accident flight.
3. Chip responded that his father had waypoints set up on the Garmin 430s that were lined up with the runway at Eagle Neck. I asked about the location of the waypoints, and Chip explained that the waypoints are the ends of the runways, and there is one in the middle of the marsh, and about 2 waypoints between the interstate and the runway. He said that his father knew where the waypoints were located relative to the marsh and the runway. He knew obstructions, and therefore knew what altitude to maintain until he crossed over the interstate. He would show the interstate on the Garmin app, and when he crossed the interstate he would descend to pattern altitude (which was 1000 ft), but when he was IFR he would descend below the cloud level and follow the waypoints. When he could see the runway, he would then continue to land. He stated that this was his normal operating procedure. When he crosses over the interstate, he knows that he can descend to a 1,000 ft. If he still cannot see the runway, he descends further, then continues VFR. One waypoint is over a house with a red roof that serves as short final, about

5 miles out from the runway. I asked how he generally used the Garmin app on his phone? Chip responded that he built a flight path into Eagle Neck and he would look at the app as a reference to know where he was along his planned flight path.

4. Lynn asked if they had any questions, and Mrs. Lewis indicated that she was told by the coroner that the toxicology could take 6-9 months. Lynn confirmed that FAA was performing the toxicology and that it generally FAA had a shorter turn-around. Mrs. Lewis stated that she did not expect anything on the toxicology because Mark didn't even take Motrin.
5. We discussed that we would coordinate further to ship the phone and video the swipe code so that NTSB could unlock the phone.
6. The call ended at 14:56



MEMORANDUM FOR RECORD

Eagle Neck Airport Witness Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Dates: January 4, 2021 and January 14, 2021

Person Contacted: Steve Deloach

Contact # [REDACTED]

NTSB Accident Number: ERA21LA085

Narrative:

The following is a summary of conversations that occurred with the individual named above on the above dates:

January 4:

Mr. Deloach stated that Mrs. Lewis came by his hangar at Eagle Neck Airport as he and his wife were getting ready to depart for South Carolina midday on December 21, 2020. Mrs. Lewis stated that Dr. Lewis was overdue and asked if they would mind looking around. Dr. Lewis' son showed him the FlightAware track, and Mr. Deloach went up in his airplane to look. As soon as he selected 121.5 in their radio, they heard the ELT beacon and knew that the wreckage was very close. He radioed Savannah Approach to let them know that he would be flying a grid pattern to look for an overdue airplane. He started flying the grid and within 30 minutes, around 1230, they spotted a wreckage, a high winged white airplane. He informed Savannah Approach that they had located the wreckage and asked them to call for rescue. They continued to circle over the wreckage hoping to see Dr. Lewis waving for help. They would see that the wings were shed yet the fuselage appeared intact. Approach Control asked a Coast Guard helicopter to assist. Mr. Deloach coordinated with the Coast Guard pilot, who flew in underneath where they were circling, located the wreckage, and advised them that they could leave the area.

Mr. Deloach states that he did not know anyone who would try to come into the airport when it is low IFR. He stated that there is nothing but marsh to the north of the airport, so there are no obstacles, but it is very dark. He stated that when he saw the location of the airplane, he envisioned that Dr. Lewis was without power and trying to perform a forced landing in the marsh. He stated that he did not know how Dr. Lewis might have been navigating and said he would let me know if any of the other pilots at the airport might know how anyone might navigate into the airport at night or in IMC conditions.

January 14, 2021:

Mr. Deloach stated that there are "typical" pilot controlled lights at Eagle Neck Airport, activated on 122.725. Once activated, the lights remain on for 15 minutes. Additionally, there is one red light on each side of the runway edge

at each approach end of the runway (four red lights total with two lights at each runway end). There is a 4-light PAPI on RWY 20 only.



RECORD OF CONVERSATION

Witness, Emanuel Medical Center ER

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: December 21, 2020

Person Contacted: Stanley Holmes, General Manager, East Georgia Regional Airport

Phone Contact: [REDACTED]

NTSB Accident Number: ERA21LA085

Narrative:

The following is a summary of the phone conversation with the above referenced individual:

Mr. Holmes states that Dr. Lewis is a doctor who works at a nearby emergency room, and had been there working yesterday. He stated that they have only met once, and Dr. Lewis uses crew car to drive to hospital after he flies into the airport in his airplane.

Mr. Holmes said that he came in this morning and the crew car was back in the parking area and Dr. Lewis' airplane was gone. Last night, he heard an airplane take off, and he figures that that was Dr. Lewis leaving.

This morning he received a phone call from Renee at the Swainsboro hospital emergency department. The hospital in Alma (Bacon County) had called and told them that Dr. Lewis was supposed to be in Alma at 0700 today to work in their emergency room, but that he never showed up. Renee wanted to know if Dr. Lewis' airplane was gone, and he said yes. She stated that they called his wife and she said that he did not show up last night.



RECORD OF CONVERSATION

Lt. Matthew Marchand

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: December 22, 2020

Person Contacted: Lt. Matthew Marchand, Liberty County Sheriff's Office

Phone Contact: [REDACTED]

NTSB Accident Number: ERA21LA085

Narrative:

The following is a summary of the phone conversation with the above referenced individual:

Lt. Marchand stated that the initial point of impact was a tall tree. The right wing was located at the base of a tree. The left wing was observed near the top of the tree about 120 ft farther along the debris path, followed by the propeller 50 ft farther, and the initial ground impact scar about 70 ft beyond the propeller. The main wreckage with the tail and engine attached came to rest upright about 75 ft beyond the impact ground scar against a small group of trees. The marsh is a swampy area near the Atlantic coast. It is currently knee deep but is under 5 ft of water during high tide. It is passable at low tide. It appears that the airplane hit ground then skidded where it came to rest. They bent pilot-side door back to remove the pilot; his seat was still attached except one corner which was not. He did not smell fuel. He stated that the trees were 80-100 ft in height. There was no evidence of fire. The accident site elevation was about 5 ft msl.



RECORD OF CONVERSATION

Liberty County Fire Chief

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: December 21, 2020
Person Contacted: Brian Darby, Fire Chief, Liberty County Fire
Phone Contact: [REDACTED]
NTSB Accident Number: ERA21LA085

Narrative:

The following is a summary of the phone conversation with the above referenced individual:

Chief Darby stated that the wreckage path is about 350 ft long based on his reconnaissance flight with the Georgia State Patrol. It appears that the airplane was heading due south and went through trees (Georgia Pines, about 100 ft in height). The wings were ripped off the airplane, and it appears from the tree damage that the left wing dipped a bit so the pilot could see the ground, and that is how he entered into the trees. He added that the pilot was not ejected from the airplane as initially reported. He was sitting in the left seat with lap belt only. He will send photos.