



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 25, 2022
Person Contacted: Benjamin Jones
NTSB Accident Number: ERA22FA126

Narrative:

Mr. Benjamin Jones was interviewed in the conference room of Fly High Lexington on February 17, 2022 at 1455 Eastern Standard Time. Also present were FAA inspectors Sarah Allen and Shane Graham of the Greensboro North Carolina FAA Flight Standards District Office. Mr. Jones provided an email address of [REDACTED] and a cellular phone number of [REDACTED].

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he was employed by Fly High Lexington as an aircraft lineman. He began employment there in September 2021. He is a student pilot and has accrued 14.1 hours, and has been flying remote control aircraft his whole life. He did not know the accident pilot, further indicating that a search of their fuel records going back 10 years revealed he has not bought fuel from them.

On October 18, 2021, they were notified by the Federal Aviation Administration (FAA) Greensboro North Carolina air traffic control tower (ATCT) that the accident pilot had declared an emergency and was inbound to their airport, Davidson County Airport (EXX). He was there when the airplane landed and took video adding that the airplane landed with the right propeller feathered and the right engine secured.

He was asked the following questions by NTSB-

Did the airplane depart the airport between the landing on October 18th and the accident flight?
Not to his knowledge. The airplane sat at the maintenance tiedown location.

Explain what you saw during the accident flight?

He indicated that he was inside the office because it was a slow day. He received a fuel order to fuel an airplane at the tiedown but never did. He walked out of the front door and went to tell Shawn DeForest and James Mitchell "Mitch" Gaither that he was going to fuel the Cessna 210. He noted the accident airplane went on to the runway and ran the engines at half throttle then released the brakes and began the takeoff roll. The airplane began to accelerate during the takeoff roll and just before the airplane rotated, "he started smoking." He added that the smoke was "vividly" coming from the right engine. He also heard popping sounds from the right engine and noted that the pilot retracted the landing gear when the flight was about three-quarter down the runway and at 200 feet above ground level. About that time, he noted whitish/blue colored smoke trailing from the left engine which he described was similar to what he would see aircraft performing in a dogfight. He said the aircraft "didn't have power" and was over the fire department in a nose up attitude. The airplane stalled, turned left and then went down over the interstate. He added that he did not hear any radio call from the pilot.

Questions from the FAA-

Was it the left or right wing that dropped?

It was the left wing that went down. He could tell that the pilot was fighting on the runway to keep the right wing up.

Questions from NTSB-

Explain the run-up?

It was not long. He noted that the airplane taxied to runway 24, and did a "marginal" run-up to get the RPMs increased, then began the takeoff roll.

Did you sense that the engines were at full power when the takeoff roll began?

It sounded normal until the airplane was about 100 feet above ground level, and at that time he heard sputtering. He also indicated that smoke began trailing the airplane at or just before rotation.

Was the smoke you recalled being "vividly" from the right side of the airplane?

Yes.

Explain where the airplane rotated?

About the intersection of taxiway Alpha 2, or about mid length of the runway.

Explain the pitch attitude after takeoff?

The airplane rotated normally, then pushed the nose down and leveled off flying parallel to the ground at about 200 feet above ground level to the fire department. At that point the airplane began a slight pitch up, stalled, and roll left.

NTSB Questions Continued-

Explain what engine the popping sounds came from?

That could have been coming from either engine, but smoke was trailing the right engine.

Explain the engine run-up?

He heard about half throttle applied.

Questions from FAA-

Explain what you heard at the run-up and takeoff?

Half throttle was applied than the brakes were released followed by full throttle. The takeoff roll commenced, and the sound was the same until the time the airplane rotated, at which time the sound changed.

NTSB Questions Continued-

Did you notice any flaps extended?

He did not. He did see the landing gear retracted though.

Did you have a radio with you?

The base was on. He went to Shawn DeForest who had a portable very high-frequency (VHF) radio with him.

Did you hear any radio call from the pilot advising that he was returning?

Nothing. He did not hear the pilot announce any communication whatsoever, which surprised him when the airplane was departing.

Please advise where you may have seen other Beech Barons with one person on board rotate along the runway?

About midfield. The flight sounded normal until the airplane rotated.

What is the length of the runway?

5,004 feet.

What were the weather conditions at the time of the accident?

The wind was right down runway 24 at about 8 to 10 knots.

Have you ever heard the engines run-up since the arrival of the airplane in October?

Not to his knowledge. He added that on a pilot forum the accident pilot said he was taking the airplane for an annual inspection and was not intending to fly into EXX.

He was asked if he had any questions for NTSB. He replied no.

Later during the day, he indicated that he called 911 from the airport's cordless phone. He added that the call was made within about 1 second of seeing the smoke from the accident.

The interview end time was 1519 EST.

At the conclusion of the interview he brought the investigative team to location he was at where he witnessed and heard the accident flight. He was located at 35.779551° north latitude and -080.302101° west longitude. That location when plotted was located about 063° and 4,550 ft straight line distance and direction from the accident site location.

The digest was e-mailed to him for review on February 25, 2022, and on March 25, 2022. He replied on March 25, 2022 at 1246 EDT with, "Hello, I agree with your typed statements of my witness account. Thanks." The FINAL digest was e-mailed to him on March 25, 2022.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 24, 2024

Subject: ERA22FA126, Record of Conversation/Interview

Contact: Abner Tisdale

Mr. Abner Tisdale of Superior Aero Services LLC was interviewed at his work address of [REDACTED] Lexington, North Carolina [REDACTED] on February 17, 2022, at 1601 EST. Also present was Federal Aviation Administration (FAA) inspector Sarah Allen. Mr. Tisdale provided a cell phone number of [REDACTED] and an e-mail address of [REDACTED]

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview with representative Angela Lowe present. Her title was Office Manager. Her e-mail is [REDACTED]

They were advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He holds an airframe and powerplant (A&P) certificate, certificate number [REDACTED] He also holds an inspection authorization (IA). His date of birth is [REDACTED] His IA was last issued by the Greensboro FAA Flight Standards District Office on March 29, 2019, with an expiration of March 31, 2021. He indicated that he would not renew his IA this coming March, but he had been thinking about it.

He was asked the following questions –

NTSB Questions Continued –

Explain your background?

He obtained his A&P after going to school in 1972-1974. He has been working as an A&P since. He initially got his IA in 2011 or 2012, and has worked for Superior Aero Services LLC since 2013.

What is your title?

Shop Manager/Scheduler. Most time he does research of Maintenance Manuals and Airworthiness Directives.

Explain what was done to N58LF as a result of the single engine landing in October 2021 and for the annual inspection?

The airplane was scheduled for an annual inspection, and on the arrival flight, the right propeller was feathered and the right engine was shut down. They were advised that there was high oil temperature and cylinder head temperature readings. They tried to remedy the damage, and did a routine annual inspection. That was the 1st time they had done an annual on that airplane.

He was asked about the scheduled date for the annual?

He would have to check the work order.

What was found wrong with the right engine?

They did a borescope inspection, cut open the oil filter and noted metal. During the borescope inspection they noted evidence of detonation to the No. 1 cylinder of the right engine, which was high time having about 1,500 hours with 1,700 hours as the recommended time between overhaul. The detonation was round the edge of the piston.

Do you have any pictures in the file showing the damage?

He was pretty sure. They removed the oil sump, inspected it, cleaned out the metal, and during that process noted a piece of rag on the oil pickup screen.

Was the oil pickup screen completely blocked?

The tube has holes and the rag piece was obstructing maybe 2 of the holes. The rag piece was the size of a business card.

What did the detonation cause?

At the No. 1 cylinder there was bad scoring, 1 or 2 piston rings were seized, which they have pictures of. After talking with the pilot he informed them he may have leaned the fuel to air ratio too much.

Did this airplane have an engine monitor?

He didn't believe it would provide individual cylinder temperatures.

NTSB Questions Continued –

Did the pilot like to operate the engine rich of peak or lean of peak?
He did not know, he never discussed that with the owner.

When was the annual signed off?

It was originally signed off January 18, 2022, but because the pilot was not able to pick up the airplane in January, he asked if they could change the date to a February date. He put a line through the original date and initialed it, then put the new date of February 7, 2022.

What reference data was used for the annual inspection?

The Beech 58 Maintenance Manual (MM) and 14 CFR Part 43 Appendix D.

Do you have inspection and discrepancy sheets for the annual inspection?

They do have discrepancies and corrective action but will have to look for the actual inspection form utilized.

Why the long time span since the airplane's arrival?

The delay was because of what was found with the right engine. They recommended to the owner to have the engine overhauled. He said no. The owner consulted with other people and forwarded to him their response. He (Mr. Tisdale) researched the MM and replaced the damaged cylinder. They also removed the connecting rod and sent it out for inspection. They installed an overhauled or serviceable cylinder. He would have much rather gone for overhaul.

Would your work order have language in it recommending engine overhaul?

As a note.

Was the airplane airworthy on January 18, 2022?

Yes. They did post maintenance engine runs and they operationally checked good.

Was the airplane test flown after the annual inspection was completed?

It was not.

Would you routinely test fly an aircraft after annual inspection?

Routinely they would not. But they would if there was extensive work done to the flight controls.

What was the pilot's intention on arriving on the accident date?

He (Mr. Tisdale) was not informed the pilot was coming and was surprised. He talked with the owner and suggested he fly around the traffic pattern. The owner said he would take the airplane and could return if there was an issue. A friend of the owner flew him in and dropped him off.

When was the last time maintenance personnel ran the engines?

At the time of the original sign off in January.

NTSB Questions Continued –

While at the Davidson County Airport (EXX), Lexington, North Carolina, where was the airplane?
It was outside except when the annual inspection was being conducted.

Did you perform the annual inspection?
Mr. Reck did.

Is there a reason that Mr. Reck did not sign off the annual inspection?
He was reluctant to sign it off because of the issue with the right engine.

Regarding detonation, did you check the fuel pressures?
He did not believe they did¹.

FAA Questions –

The parts/components that were sent out for repair or inspection, is there 8130 forms?
Yes.

How much actual work did you do to the right engine?
The initial borescope inspection. Another A&P did the oil sump, camshaft, and crankshaft journals.

How much of the annual inspection were you hands on or turning wrenches?
I really didn't do any hands on. He showed up at the inspection times.

Who was the A&P who worked on the right engine?
Aaron.

Was there any more scope of work done to the right engine?
They put GAMI fuel injectors on the right engine because they had them on the left engine.

Can you GAMI fuel injectors on one engine and not the other?
He is not aware. The owner supplied the set of GAMI injectors.

What was needed for the cylinder to get proper GAMI injectors?
They are serialized. If they run lean during testing they are sent to GAMI for modification.

Did you need to have an engine monitor with the GAMI injectors?
It should be.

¹ According to the interview summary of Mr. Reck who performed sustained full power engine runs, the fuel pressure was normal.

FAA Questions Continued –

Do you calibrate tools?

Yes. The differential compression gauges are sent out. And they have a torque wrench gauge on a wall to test torque of individual wrenches.

Does each mechanic have tools that are calibrated?

Not many mechanics have their own torque wrenches but the shop does have torque wrenches.

What technical data was used for the Beech 58?

ATP internet subscription.

Metal contamination was found. What else was pulled?

They sent the governors out and the propeller was sent to H&H Propeller Service in Burlington, North Carolina for testing. No metal was found at the governor.

Were there any significant discrepancies?

No, not that I could recall. It was a lot of routine stuff, standard inspection for an older airplane.

At the annual inspection did you check the logbooks for manufacturer life limited items?

Yes.

NTSB Questions Continued –

Was there any unairworthy items when the annual inspection was completed?

No.

Was there any items the owner did not want to be done that would have made the airplane unairworthy?

They sent the owner an estimate for costs, labor, parts, airworthy and recommended replacement parts. On the annual inspection sign off he made it after researching the Continental manual and suggested parts to inspect.

Was the airplane insured?

I do not know.

FAA Questions Continued –

When the owner picked up the airplane do you have any idea if an engine run-up was performed?

I don't know, but Eric James would know. His contact is [REDACTED] The pilot returned to the ramp and complained of the door latch issue. Mr. Tisdale asked him how the run-up was and he said ok. Mr. Tisdale noted the side cowl latch was open during the preflight inspection by the pilot.

FAA Questions Continued –

What happened?

The pilot did a preflight check and the door popped open. He (Mr. Tisdale) re-clocked the handle for full engagement.

What phase of the takeoff was the airplane in when the door came open?

He assumed during the runup.

Did the pilot tell you what happened causing the return?

The upper latches were not engaging fully.

Who saw the run-up?

Mr. Reck.

NTSB Questions Continued –

How much fuel was on the airplane?

He was not sure.

Do you have any questions for NTSB?

Not that he can think of.

As a side note FAA inspector Allen will check Mr. Tisdale's IA renewal letter.

The interview ended at 1721 EST.

The digest was reviewed with him during the interview and he agreed with the content. The FINAL digest was e-mailed to him on January 25, 2024.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 28, 2022
Person Contacted: Shawn DeForest
NTSB Accident Number: ERA22FA126

Narrative:

Mr. Shawn DeForest was interviewed in the conference room of Fly High Lexington on February 18, 2022 at 0903 Eastern Standard Time. Also present were FAA inspectors Sarah Allen and Shane Graham of the Greensboro North Carolina FAA Flight Standards District Office. Mr. DeForest provided an email address of [REDACTED]

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided the home address of [REDACTED] Lexington, North Carolina [REDACTED] His cell phone is [REDACTED] He flies for major airline and has approximately 34,000 flight hours. He was in the Air National Guard from 1980 through 1986. His pilot certificate number is [REDACTED] He indicated that he had flown a Beech Baron airplane for Britt Airways located in Terre Haute Indiana, and has approximately 100 hours in that same make and model airplane flying under 14 *CFR* Part 91.

He is employed as a captain by a major U.S. airline, and part time by Fly High Lexington, where his title is Line Technician Supervisor.

On the accident date he and James Mitchell "Mitch" Gaither were working on a tug, and both had a clear view of the runway. Mr. Gaither had mentioned to him that the accident pilot had rejected the takeoff earlier and the pilot had taxi back to the runway. Shawn had asked Mr. Gaither where the airplane was located and Mitch pointed it out to him. James indicated that the Beech Baron has normally a "throaty loud" sound. He watched the airplane began the takeoff roll

and noted it was initially “routine.” He noted that the airplane wasn’t rolling too far before rotating, and he noticed the right engine was “spewing dense smoke” that the video did not do justice to. He indicated that the airplane rotated in a normal attitude, and he called to Mr. Gaither’s attention when he saw smoke trailing the airplane. He added that he always watches airplanes when they come out of maintenance if he can. He noted that the pilot continued the takeoff, climbed to about 300 feet above the runway, leveled off, but he did not recall seeing the landing gear retract. He reported hearing engine gyrations which he either associated with one engine failing or the engines being out of sync. The airplane appeared to descend then began to climb, when he then noticed smoke trailing the left engine, which he informed Mr. Gaither. Shortly afterwards he indicated that he heard no sounds from the airplane, like the pilot had pulled the engine to idle. He was not sure if the pilot had feathered the right propeller, but there was no engine sound at that point. The airplane started banking to the left which increased to about a 30° angle of bank and about 5 to 10° airplane nose down attitude which was maintained until the airplane went out of his sight. He then noticed smoke almost instantaneously. They got into a truck and went to the accident site where he noted debris and fires around the area. Upon first arrival there were three people who were injured in the grass with smoke on their face. The only part of the wreckage that was visible to him was the empennage; he did not see the cabin.

He was asked the following questions by NTSB-

Where did the airplane rotate?

At the normal point approximately 2,000 ft down the runway, which was before the intersection of Alpha 2.

Did you hear an engine run-up?

He did not, maybe Mr. Gaither did. He thought the airplane was at the run-up area though.

Did you receive full power applied during the takeoff?

Yes, there wasn’t detonation only smooth power.

Explain or describe the smoke you saw?

Right engine, continuous full blown white smoke from take-off until it was shut-down/failed.

Left engine, started smoking about the time the right was shut-down/failed. Left engine smoke was not of the same magnitude of the right and it stopped producing power a few seconds after it started smoking.

Describe the smoke you observed from the left engine?

It was the same color smoke that was trailing the right engine, which was white. It wasn’t trailing the left engine long enough to produce density like the right engine was, adding, that it was more than just a mere whiff of smoke. Seconds before he heard no sound, “both motors were smoking.”

Is it possible that the smoke you observed trailing the left engine was actually coming from the right side of the airplane?

It was matter-of-fact trailing the left engine which was actually more visible to him based on his location.

Did you know the pilot?
He did not and had no interaction with him.

NTSB Questions Continued-

Were you at the airport when the airplane arrived previously¹?
He wasn't. The airplane sat on the ramp long time.

Do you have any hearing issues?
He has tone deafness in his right ear approximately 75%, but he has maintained a first-class medical certificate for 43 years.

FAA Questions-

Did the airplane attain 300 feet?
Yes that was his best estimate.

At what point did you hear the engine sounds?
At that point at about 300 feet. He heard a gyration like the engines were out of sync, which he described as a "warble." That is when he noticed smoke trailing the left engine.

Did he hear any other engine sounds that were abnormal?
Nothing that he could recall.

Did you see the entire takeoff roll?
He estimated that four seconds elapsed between seeing the smoke and the engine quitting.

Was there any hue in the color of smoke that he saw?
There could have been. All he knows was that he saw white smoke. And it was four seconds before the engine quit.

NTSB Questions Continued-

Did you see the entire takeoff roll?
Yes. He saw the airplane from the numbers at the approach end of the runway until going out of sight behind the trees. In fact he took a picture of the airplane in flight (Figure 1)².

Explain the four seconds you described?
The airplane wasn't doing any real climbing. It was after the left engine began manifesting smoke, approximately four seconds later the engines were quiet.

¹ The airplane arrived October 18, 2021.

² Based on the reported wingspan of the airplane from the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual of 37 ft 10 inches, or 37.83 ft, and the picture that he took during the takeoff, the airplane was about 111 ft above ground level at the moment the picture was taken.

Where was the airplane located when the left engine began smoking?
It was at the departure end of runway 24.

Was the right engine smoke continuous?
It was continuous and white from the first time he saw it until the engines went quiet. The left engine smoke continued from the first time he saw until the engines were quiet.

NTSB Questions Continued-

Have you seen other Beech Baron aircraft trailing smoke?
No, it is not normal to see a BE58 (N58LF) leaving any kind of smoke what so ever. In the *Beechcraft D-18/G-18* models which are old round motor tailwheel airplanes, those airplanes would trail smoke.

Explain the smoke that he saw?
It was a wisp of smoke. The magnitude that he saw from the right engine was similar to that of smoke oil turned on during an air show. The smoke from the left engine was not as much as the smoke from the right engine.

Do you have any questions for NTSB?
No.

The call end time was 0942 EST.

The digest was e-mailed to him for review on February 28, 2022 then on March 1, 2022, to his corrected e-mail address. He replied on March 4, 2022, at 1208 EST with comments that were incorporated into the narrative. The corrected digest was e-mailed to him for his final review on March 25, 2022. He replied the same day at 2135 EDT with, "Tim, I just finished reading your Final Draft, looks good to me!" The FINAL digest was e-mailed to him on March 28, 2022.



Figure 1: Digital Photograph Provided by Shawn DeForest. View Depicting Airplane During Takeoff with Landing Gear Extended and Smoke Trailing Right Engine.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 24, 2024
Subject: ERA22FA126, Record of Conversation/Interview
Contact: Mark Ellis Williams

Mr. Mark E. Williams was contacted by phone on February 18, 2022, at 1000 EST. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

Mr. Williams indicated that he holds an airline transport pilot (ATP) pilot certificate with airplane multi-engine land rating. He also holds a flight instructor certificate with instrument airplane rating. His pilot certificate number is [REDACTED]. He has between 2,300 and 2,400 hours total flight time. He has not flown the Beech Baron, but had flown most twin engine aircraft including Piper PA-30, PA-31, and PA-34 airplanes.

He indicated that on the date and time of the accident, he and a friend were flying a Piper PA-32 and were planning to land at Davidson County Airport (EXX), Lexington, North Carolina. They were crossing over the airport for downwind for runway 24. He noted at that time a Cessna airplane on the downwind leg, and the accident airplane had just completed a run-up and said the flight was departing from runway 24. His (Mr. Williams) flight continued and when they were on the downwind leg he saw the accident airplane on the takeoff roll and the pilot announced he was aborting the takeoff. Mr. Williams saw the accident airplane at the maintenance hangar.

NTSB Questions –

Did you see the airplane?

It had just moved from the hold short line, taxied onto the runway, and then began the takeoff roll. He then diverted his attention. He estimated that the airplane began the takeoff which was aborted about 1530 EST.

Do you have any questions for NTSB?

No.

The phone call ended at 1007 EST.

The digest was reviewed with him during the call and he agreed with the content. The FINAL digest was e-mailed to him on January 24, 2024.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 28, 2022
Person Contacted: James Mitchell "Mitch" Gaither
NTSB Accident Number: ERA22FA126

Narrative:

Mr. James M. Gaither was contacted by phone on February 18, 2022, at 0955 EST. He was contacted at [REDACTED] and left a voice mail message. He return the call the same day at 1031 EST. He provided an e-mail address of [REDACTED]

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided a home address of [REDACTED] Lexington, North Carolina [REDACTED]. He holds a commercial pilot certificate with airplane single engine land, airplane multiengine land, and instrument airplane ratings. His certificate number is [REDACTED]. He also holds a flight instructor certificate with airplane single engine rating. He has about 2,500 hours total time, and between 50 and 100 hours in the Beech Baron airplane.

He was asked to explain what he saw and heard regarding the accident flight?
On the date and time of the accident he was working on the ramp about 40 to 50 feet from the fixed base operator (FBO). He was working with Shawn DeForest who told him to look at that Beech Baron who was about at midfield past the intersection of taxiway Alpha 2. At that moment he noticed the right engine was trailing a visible trail of white smoke consistent or what he would described as being at and airshow. The airplane became airborne and with the landing gear extended at about 50 feet above ground level, it sounded like the right engine quit and the propeller began to windmill. At about 70 to 80 feet above ground level, he noticed the landing gear retract adding that the airplane was in a nose-high attitude. He then noticed that the pitch attitude decreased, and the airplane began banking to the right. He then noticed that the left

engine began smoking and the right propeller stopped. He did not recall hearing the left engine exhaust note change, adding that the airplane was already over .5 mile from his position, and his thought process was shifting from observation to what he could do to render assistance. While flying between 80 and 100 feet above ground level (agl), the airplane entered a spin and disappeared behind terrain when about 30 to 40 ft agl. He and two other individuals near him got into a truck and were either the second or the third people on scene. The first thing he noticed when he was on scene was the billowing black smoke and fires in the grass on the shoulder and middle of the highway. The most visible portion of the aircraft to him was the empennage. He also noticed there was a semi tractor and trailer on its side. He saw two disoriented looking men who were from the rolled over semi tractor were resting on the grass. His wife (who drove with him to the accident site) tended to the two men as they rested on the tailgate of their pickup truck. The post crash fire caused the cabin structure to fail/fall. He noticed there was one engine of the aircraft in the median, a portion of a wing was in the road which he attributed to be from the left wing.

He was asked to explain what he was doing and how long he had been there?
He been working on the ground support equipment since noon. He heard the engine start and a couple minutes of an engine run-up, then somewhere between 1530 and 1600, he heard full power applied for takeoff on runway 24, then abruptly heard the engines pulled to idle and an aborted takeoff. The airplane cleared the runway then taxied to the maintenance hangar¹.

NTSB questions-

Did you see the entire takeoff roll?

No not until Shawn DeForest said there was smoke trailing the right engine. He first noticed the airplane when it was near intersection of taxiway Alpha 2 and that time white smoke was trailing behind the right engine.

He was asked to explain the sequence again?

Shawn DeForest told him to look. He looked up and noticed the airplane on the takeoff roll. About 1 to 2 seconds before rotation he noted smoke trailing the right engine. The airplane rotated and then when the flight was about 50 feet above ground level, the right engine “spooled down” and quit with no sputtering. The airplane was in a climb attitude, and he noticed the landing gear retract. He then saw smoke trailing from the left engine, at that time the pitch attitude of the airplane was between 3° and 10° above the horizon. Once the landing gear was fully retracted it appeared to him like the pilot decreased pitch attitude which allowed him to regain roll authority as the airplane had been rolling and yawing to the right. When the flight was between 80 and 100 feet above ground level it appeared that the pilot pitched to maintain altitude, but the left wing dropped and the airplane spun to the left. He noted that the airplane was descending in a nose-down attitude. He also reported that the right engine sound decreased before the right propeller stopped. He indicated that the smoke from the left engine continued but he did not recall the sound from the left engine changing.

¹ According to airport security video, at 1509:44 clock time displayed on the footage, the airplane was noted in the camera frame to the right side beginning the takeoff roll from runway 24. Based on the surveillance clock being 20 minutes 19 seconds behind, the actual time the airplane was first viewed was 1530:03 EST.

FAA questions-

Did you hear the sound from the left engine decrease?
Not that he could recall.

NTSB questions Continued-

He was asked to explain the sequence again regarding the aborted takeoff?
He heard the engines start while the airplane was in the tiedown location, heard the aborted takeoff, and noted the airplane taxied off the runway to the maintenance hangar.

Was he there on October 18 when the pilot had landed?
He was there. Greensboro approach contacted the airport and advised the airplane was inbound there landing runway 24 with an engine secured. He noted that between 3 to 4 weeks ago the airplane was outside on the ramp, and he did not recall hearing any engine run-up is being performed.

The call ended at 1055 EST.

The digest was e-mailed to him for review on February 28, 2022. He replied on March 19, 2021, at 1132 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him for final review on March 21, 2022. He replied the same day at 0956 EDT with, "Mr. Monville, That account appears to be correct now, thank you for your attention to the few corrections." The FINAL digest was e-mailed to him on March 21, 2022.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 24, 2024

Subject: ERA22FA126, Record of Conversation/Interview

Contact: Rodrick Khyle Reck

Mr. Rodrick Khyle Reck was interviewed at Superior Aero Services LLC by NTSB on February 18, 2022, at 1127 EST. Also present was Federal Aviation Administration inspector Sarah Allen. Mr. Reck provided a cell phone number of [REDACTED] and an e-mail address of [REDACTED]

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He provided a home address of [REDACTED] Lexington, North Carolina [REDACTED] His date of birth is [REDACTED] His airframe and powerplant mechanic certificate number is [REDACTED] issued originally in 1986. He has had his inspection authorization (IA) since 1989, and it was issued March 1, 2013, which expired March 31, 2015. His last update was March 31, 2021.

He was asked the following questions –

What is your title?

Floor Manager. He started with Superior Aero Services LLC in June 2020. He went to Columbus Technical Institute while working in aviation, then went to Columbus State.

NTSB Questions Continued –

Explain your involvement with the inspection and repair of N58LF?

The pilot was flying the airplane into Davidson County Airport (EXX), Lexington, North Carolina for an annual inspection in October 2021. While en route the right propeller was feathered and the right engine was secured. The pilot landed single engine at EXX. After landing the airplane was brought into the hangar for an examination of the right engine and Aaron and Steven open panels and identified an issue with one cylinder of the right engine. Mr. Abner Tisdale of Superior Aero Services LLC discussed the finding with the accident pilot. He (Mr. Reck) checked the wings for the inspection which included the landing gear, then the airplane sat. The airplane owner wanted to figure what to do with the right engine, and also wanted the annual inspection to be completed. He believes that Mr. Tisdale inspected the interior while Mr. Reck worked on other aircraft. The accident airplane sat in “limbo” for a long period of time discussing what to do with the right engine. He removed the right propeller governor and oil cooler, while the suspect cylinder of the right engine was removed by another person. After that he “might have fixed a few things”, while Aaron and Luke were replacing parts. At the end of the inspection he checked all the panels, checked the airworthiness certificate, and did an engine run-up with the engine cowlings removed to check for oil leaks, then re-cowled the engines and operated them at full power for between 20 and 30 minutes. After the full power engine runs he removed the right oil filter and checked for contaminants. He was satisfied and installed a new oil filter. They cleaned the airplane, and then it sat while Mr. Tisdale worked on the engine logbooks. The owner of the airplane called the end of January, or the week prior to February 1st, and he was told that the airplane was done, but was not sure if the maintenance records were done because Mr. Tisdale was out sick. The owner said he would pick the airplane up in February and wanted a February sign-off in the maintenance records for the annual inspection.

The airplane remained on the ramp from the middle to end of January until the day of the accident. The owner showed up unannounced flying into EXX. He noted the owner and the pilot of that airplane walk around N58LF, and sometime between 1445 and 1500 EST he heard the engines started and running at higher than idle power setting. He watched the owner perform an engine run-up on the back row, while he (Mr. Reck) went back inside about 1530. He heard the pilot taxiing and Mr. Reck departed the airport. Mr Tisdale reported that when the pilot returned it was due to a “glitch” on the door and something else.

What reference material was used for the annual inspection?

The Beech maintenance manual as a guide. He did the checklist and checked the whole system noting “nothing abnormal about the inspection, it had good bones.” The airplane didn’t look like it was a beat-up airplane. It “ran great” adding that the rpm, manifold pressure, fuel flow values were “on the money.” During the initial engine run he could not get the right propeller to cycle or feather. They swapped propeller governors and this time he was able to cycle and feather the right propeller but was unable to cycle or feather the left propeller. That was the reason one governor was sent out for repair. He did not do any work on the left engine, but he did adjust the left propeller governor. With the repaired governor the left propeller did cycle and feather ok.

NTSB Questions Continued –

How much of the annual inspection did you perform?

The outside wings, tail, but he did not touch the right engine. He did not do any Airworthiness Directives. He estimated that he did 30 to 40 % of the inspection, while Mr. Tisdale did the interior. The airplane sat in their shop with nothing being done for weeks. They did add GAMI fuel injectors.

Was the airplane outside the whole time since the annual inspection was completed?

Yes, it was on the ramp for 3 to 4 weeks before the pilot picked it up.

Explain in detail the engine runs?

The initial engine runs were performed with no engine cowling installed. The engine runs were limited to between 1,500 to 2,000 rpm. A check of the magnetos was performed at 1,700 rpm. The engine cowlings were installed, and full power runs were performed. With the throttle, mixture, and propeller controls full forward the engines were operated to full power and reached full manifold pressure, fuel flow, and rpm for static check. He indicated that he likes to run the engines “hard.” He also checked the flight controls, heat cables, light switches, and turns every knob. He checked the autopilot, did a trim check full travel each direction, and checked the Janitrol heater.

Do you know what the root cause of the damaged cylinder on the right engine was?

He thought the pilot said he had lost a cylinder. He was talking about cylinder head temperature, but questioned why the pilot would feather the propeller if the engine was running. The pilot landed at EXX ok. Once they did a differential compression test of the right engine they found an issue with the No. 1 cylinder of the right engine. After removing the cylinder they found erosion of the head of the piston. He attributed that to be from running too lean. They also found metal in the oil filter. That is when he stopped working on the airplane. Mr. Tisdale talked with the airplane owner, and Aaron and Luke removed the propeller governor, oil cooler, but no contamination was found in either component. He thought the owner needed to install a new engine, and Mr. Tisdale and the airplane owner discussed what repairs to do. Mr. Reck relayed that he thought the right engine needed to be removed. He (Mr. Reck) wasn’t comfortable because the right engine was shut down when the owner flew in. Savvy Aviation personnel told the owner that he needed to install a new cylinder and that advice “pissed him off.” Mr. Tisdale talked with Savvy Aviation personnel who told him he needed to install a new cylinder. Mr. Reck did not feel comfortable with just putting on a new cylinder, but all that was said and done the right engine ran great after the cylinder was replaced. During the process Mr. Tisdale discussed the issue with engine overhaul shops.

Why wouldn’t he sign off the annual inspection?

He wouldn’t because of the engine issue. He was not comfortable signing it off.

Did you express that to the company?

He told Robbie or Mr. Tisdale that he would not sign off the annual inspection.

NTSB Questions Continued –

What did he think should have been done to the right engine?

It should have come off the airframe. He would have felt better if it did and would have signed off the annual inspection if they did more than just install a new cylinder, and clean out the internal engine contamination. He had 16 years piston experience and 21 years of Corporate experience, at Cardinal Health where he moved up to Quality Assurance. He then became the Director of Maintenance and was with them until Covid hit in 2020. He was then let go.

What type of aircraft did Cardinal Health operate?

Falcon 20, 50, and 2000EX, Lear Jet 35, and Lear Jet 60.

Was the accident airplane flown after the annual inspection and if not why?

No. It is an option of the customer. There was no issue at the annual inspection that would have caused the reason for a flight test.

When did he give his 2 weeks notice at Superior Aero Services LLC?

February 7, 2022.

FAA Questions –

With respect to the governor swap, was there any adjustment and if so to what?

Mr. Tisdale called a shop and was advised that they could turn the center bolt, which they adjusted 1/2 turn.

Did you absolve your involvement with the airplane when the faulty cylinder was removed?

On that portion he was not happy and did not sign it off. He added, “it wasn’t right for me.” It was too high time an engine, and that was the other issue that he had.

What did you do with respect to work on the right engine?

Aaron installed the cylinder, while he installed the oil cooler, oil sump, and propeller.

What is Aaron’s last name?

DW_ski

What is Luke’s last name?

Davis. He left in December or January and was due back in April.

Did your 2 weeks notice affect the maintenance of the airplane?

No, he was “not keen on this aircraft.”

Were they “unhappy” with your not signing the annual inspection?

They weren't happy, but not in a mean way. They offered him more money to stay, but he said he needed health benefits and a 401K.

Did the accident have anything to do with his decision to leave?

No.

Did the pilot run the engines at full power, and for how long?

He ran them for 20-25 minutes, and varying rpm around 1,500. He (Mr. Reck) left about 1530. While leaving he noted the owner taxi to the ramp to look at the cabin entry door.

As part of the annual inspection did you check the o-rings of the fuel caps?

Yes, he has even replaced the smaller/inner packing. He has found that people who make the handle too tight to open.

Prior to concluding the interview he said that he went to the accident site and noted people walking around.

The interview ended at 1247 EST.

The digest was reviewed with him/her during the interview and he agreed with the content. The FINAL digest was e-mailed to him on January 25, 2024. He replied the same day at 0720 EST with, "Looks good, thank you Rodrick Khyle Reck." The FINAL digest was e-mailed to him on January 25, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 24, 2024

Subject: ERA22FA126, Record of Conversation/Interview

Contact: Emmit Bradley Knight

Mr. Emmit B. Knight was contacted by NTSB on February 18, 2022, at 1507 EST. He was called at [REDACTED]. Also present on the call was Federal Aviation Administration inspector Sarah Allen. Mr. Knight provided an e-mail address of [REDACTED].

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He holds a private pilot certificate which includes a multi-engine land rating. He has been flying since 2006 and has about 2,600 flight hours. He owns an American Champion Aircraft 7GCBA (N[REDACTED]), and a Piaggio Aero Industries SPA 180 Avanti (N[REDACTED]). He has known the accident pilot for about 1 year. The accident pilot was a "great guy" who visited the Bahamas last month. Earlier of the accident date he flew the accident pilot in his airplane from Charlotte-Monroe Executive Airport (EQY), Monroe, North Carolina, where he and the accident pilot are next door hangars.

He was asked to explain what he knew about the flight of N58LF on the accident date? While in flight from EQY to EXX and/or also on the ground after landing which was before 1400 EST, he discussed the need for the accident pilot to perform a thorough preflight. After landing the airplane was secured and both of them walked to N58LF. He (Mr. Knight) only stayed about 5 minutes. He observed the accident pilot check both propellers and the tires, but Mr. Knight did not

assist with the preflight inspection. While on the ground at EXX he (Mr. Knight) added 20 gallons of fuel into his airplane, talked briefly with Shawn DeForest, then departed EXX to return to EQY. At 2100 hours that day, he pulled up the BeechTalk Forum site and learned of the airplane accident. Mr. Knight added that it was about 3 hours between the drop-off time and the accident flight. He expected about 1 hour between landing and the accident pilot departing.

NTSB Questions Continued –

Explain the flight of N58LF on October 18, 2021?

He looked at the flight track log, and about 1/2 way into the flight, he noted an altitude decrease, and what he later learned was the accident pilot feathering 1 propeller because the engine was vibrating and running rough.

Where was the accident pilot flying from on October 18, 2021?

From EQY to EXX. He (Mr. Knight) landed at EXX to fly the accident pilot back to EQY, and after landing, maintenance personnel were performing a borescope inspection of the right engine cylinders in full sunlight of N58LF. Mr. Knight reported that maintenance personnel found a cylinder issue.

Why was the accident pilot flying N58LF to EXX on October 18, 2021?

The airplane was due an annual inspection, but while en route to EXX one engine developed an issue.

Were you at EXX when the accident pilot landed N58LF on October 18, 2021?

Although they departed EQY about the same time he (Mr. Knight) landed after the accident pilot landed in N58LF.

Were there any conversations with yourself and the accident pilot between October 18, 2021 and the Accident Date?

They had fairly basic conversations, and they texted each other. He can check his text messages which were provided to NTSB. The accident pilot mentioned BeechTalk. The accident pilot said once that once the maintenance personnel got the airplane in their shop they found no compression in one cylinder. He also reported scoring and metal in the oil filter. Maintenance personnel at EXX wanted to perform an engine overhaul, but Savvy Aviation convinced them to perform a replacement of the affected cylinder.

FAA Questions –

Did the accident pilot plan to have the annual inspection done at EXX?

Yes he did.

The phone call ended at 1547 EST.

The digest was reviewed with him during the call and he agreed with the content. The FINAL digest was e-mailed to him on January 24, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 24, 2024

Subject: ERA22FA126, Record of Conversation/Interview

Contact: Abner Tisdale

Mr. Abner Tisdale of Superior Aero Services LLC was interviewed by NTSB at his business address at Davidson County Airport (EXX), Lexington, North Carolina on February 18, 2022, at 1603 EST. Also present was Federal Aviation Administration inspector Sarah Allen.

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was asked the following questions –

What technical data was used to make the engine overhaul recommendation to the airplane owner? It was based on individual judgement based on the damage found. The engine was close in time to being overhauled. There was no technical data to make a determination at that time since they had not yet removed the oil sump.

Was any attempt made to quantify the amount of internal contamination?
Not really. They did pass the contaminants from the oil filter element through a paint strainer.

Do you still have the internal contamination?
Maybe.

NTSB Questions Continued -

Do you still have the damaged piston?

No.

Was it given back to the airplane owner?

I don't believe so, no.

Do you still have the damaged cylinder?

Maybe.

FAA Questions –

What was the technical data?

He used the “M-0” Manual¹. He looked at it yesterday in relation to this investigation.

What section of the M-0 Manual did you research²?

He lingered on 6-5.7 “Foreign Object Contamination Inspection.”

The interview ended at 1614 EST.

The digest was reviewed with him during the interview and he agreed with the content. The FINAL digest was e-mailed to him on January 24, 2024.

¹ Identified Formally as Continental Aerospace Technologies Standard Practice Maintenance Manual Spark Ignited Engines, Publication M-0, Revision 1, dated September 2019.

² At this question Mr. Tisdale went to a work computer and pulled up the Standard Practice Maintenance Manual Spark Ignited Engines, Publication M-0.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 24, 2024

Subject: ERA22FA126, Record of Conversation/Interview

Contact: David Carmichael

Mr. David Carmichael was contacted by Superior Aero Services personnel on February 18, 2022; the time was not recorded. Mr. Carmichael provided a cell phone of [REDACTED] and an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

Mr. Carmichael indicated that he does occasional hauling of scrap metal. He was contacted because Superior Aero Services personnel reported that the No. 1 cylinder and piston from the right engine of the accident airplane was placed in a scrap barrel at their facility, and Mr. Carmichael took the materials in that scrap barrel to a salvage facility.

Mr. Carmichael indicated that he took "a jug" to Leonard Salvage located in Lexington, North Carolina, on February 16, 2022, at 0800 EST. He dumped the barrel in back of the can and did not see the piston. Mr. Carmichael indicated that he would go back to the salvage facility to see if he could find the cylinder and piston from N58LF.

Mr. Carmichael contacted NTSB by phone on February 18, 2022, at 1656 EST, and advised that he went to the salvage facility but could not locate the piston or cylinder from N58LF, that he had dropped off earlier that day. The phone call end time was not recorded.

The digest was reviewed with him during the calls and he agreed with the content. The FINAL digest was e-mailed to him on January 24, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 24, 2024

Subject: ERA22FA126, Record of Conversation/Interview

Contact: Tubular Textile Machinery

Tubular Textile machinery dba Navis/Tube Tex was contacted on February 23, 2022 at 1038 EST. The business was called at [REDACTED] The person on the phone was not identified in the notes.

The center of the business, located at [REDACTED] Lexington, North Carolina [REDACTED] was about 1,674 ft and 202° straight line distance and direction from the departure end of runway 24 at Davidson County Airport (EXX), Lexington, North Carolina. The individual on the phone reported that cameras are aimed toward the parking lot south of the building. The cameras do not point to the north.

The phone call end time was not recorded.

The digest was reviewed with the responding individual during the call and he/she agreed with the content.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 24, 2024

Subject: ERA22FA126, Record of Conversation/Interview

Contact: Grover Roland

Mr. Grover Roland was contacted by NTSB on February 23, 2022, at 1455 EST. He was called at [REDACTED] He indicated during the short duration phone call that he had not spoken to law enforcement or made a written statement about what he had observed. He also confirmed that the business did not have any cameras that depicted the accident sequence. He will call me the following day after 0830 EST. He called on February 24, 2022 at 0847 EST from the same phone number. He provided an e-mail address of [REDACTED]

At the beginning of the phone call on February 24th he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

Mr. Roland provided a home address of [REDACTED] Lexington, North Carolina [REDACTED] He is not a pilot and not mechanically inclined.

On the date and time of the accident when he witnessed the accident he was located at 35.773331° north latitude and -080.311472° west longitude. With him were 2 other people (Barry Miller) and (Luis Moreno). That location when plotted was located about 1,292 ft and 195° from the departure end of runway 24 at Davidson County Airport (EXX), Lexington, North Carolina, or about 1,308 ft and 100° from the initial ground impact location.

He indicated that from his vantage point he had a view of the left side of the airplane. He was just leaving work and from his location you can normally see most aircraft taking off to the southwest. On the accident flight takeoff, he looked over and heard and what saw the airplane flying lower than normal. The engines initially sounded normal. He then heard sputtering "once or twice" followed by silence. The airplane started banking left that wasn't sharp. The next thing he heard was a thud sound consistent with ground impact, followed by a plume of smoke. Then a few seconds later he saw another plume of smoke.

He was asked the following questions –

Where was the airplane over when you heard sputtering?

It was about off the airport perpendicular to the left corner of the building he was near.

How high was the airplane when you heard sputtering?

He estimated 500 ft.

Did you see the landing gear?

He does not remember.

Could you see inside the airplane?

No, it was too far away.

Could you see the engine(s)?

He does not recall.

Could you see the propeller(s)?

No, he didn't pay attention.

Did you see any smoke trailing the airplane?

No, he didn't. It looked "ok" until the airplane went down.

Explain the silence?

It was just like an engine cut-off. "Everything went silent." He thought the pilot was trying to make it to a field.

How long do you estimate that you saw the airplane for?

Probably 10 to 15 seconds.

Explain the weather conditions at the time?

It wasn't raining. It was overcast but it was not windy. He called 911 using his cell phone as soon as he saw the smoke. He verified during the call that the 911 call was made at 1710 EST.

The phone call ended at 0909 EST.

The digest was reviewed with him during the call and he agreed with the content. The FINAL digest was e-mailed to him on January 24, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 24, 2024

Subject: ERA22FA126, Record of Conversation/Interview

Contact: Eric F James

Mr. Eric F James was contacted by phone on February 24, 2022, at 1154 EST. He was called at [REDACTED] and left a voice mail message. He returned the call the same day at 1254 EST from the same phone number. He provided an e-mail address of [REDACTED]

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He indicated that he is a high school teacher. He holds a commercial pilot certificate with airplane single and multi-engine land, and instrument airplane ratings. He also holds a flight instructor certificate with airplane single engine and instrument airplane ratings. He has about 940 hours total time, accruing about 7 hours in a Beech Baron.

He was asked the following questions –

Explain where he was at and what he saw and heard with respect to the accident flight?
He was at the Davidson County Airport (EXX), Lexington, North Carolina, and were performing full-stop taxi back landings with a student. While on the ground he saw a Brown colored Beech Baron which he previously had known was sitting at EXX moving and coming around to the taxiway. The airplane taxied to the back side of the ramp, and spun around to do a run-up. He could hear the engines spooling up in that area. He and his student stopped flying at 1530 so the

time frame that he saw the run-up was between 1530 and 1545. He got out of the airplane at 1545, and left the airport about 1630. He received a call when he got home at 1700.

NTSB Questions Continued –

How long was the pilot running the engines of the Brown Beech Baron?

He couldn't tell. He could only verify that he witnessed the engines running for 60 to 90 seconds. Once they taxied past that airplane they did not pay any more attention to it.

When did you first see the brown Beech Baron?

They were on the ground when they first saw it. It was moving. They did 1 of 2 more full-stop taxi back landings from runway 24. Everyone was using runway 24 that day

Do you have any questions for NTSB?

How do I access your database?

He was advised and later e-mailed.

The phone call ended at 1309 EST.

The digest was reviewed with him during the call and he agreed with the content. The FINAL digest was e-mailed to him on January 24, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 24, 2024

Subject: ERA22FA126, Record of Conversation/Interview

Contact: Jarrod Lee Nooe

Mr. Nooe was contacted by NTSB on March 2, 2022 at 1506 EST. He was called at [REDACTED]
[REDACTED] He provided an e-mail address of [REDACTED]

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He was advised at the onset of the conversation and by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He provided a home address of [REDACTED] Lexington, North Carolina [REDACTED] He is employed as “solid engineering” full-time as a consultant. He is not a pilot but is a mechanical engineer, thus he is mechanically inclined. He has no hearing or eyesight issues. On the date and time of the accident he was at Navis Tube Tex.

He was asked the following –

On the date and time of the accident he was asked to explain what he saw and heard?
He was leaving work and was standing in the Navis Tube Tex parking lot located on the north side of the building. He had his back to the Davidson County Airport (EXX), Lexington, North Carolina, and heard an aircraft. He heard the engines “cut off” and saw the wings nearly vertical. The noise started to decrease, and he then lost sight of the airplane. He heard a thud and then saw black smoke.

NTSB Questions Continued –

Where was the airplane when he heard the engines quit?

From his vantage point looking to the southwest the airplane was just above the tree line flying fairly low just past the runway.

From your vantage point what side of the airplane did you have a view of?

The top of the airplane, cockpit side.

Did you see anything trailing the airplane?

No.

When you first saw the airplane what altitude was it at?

From his vantage point it was low flying but he would have a problem putting a number for altitude.

Could you see the propellers rotating?

No. it was a brief sighting. He could not recall.

Who were you with?

4 employees. Grover Roland, Barry Miller, Andrew (unknown last name), and Luis Moreno.

Have you been at that location and seen airplane departing the airport before?

Yes.

How would you describe the altitude of the accident airplane that day with the other airplanes you had seen departing before from that same location?

Nothing out of the ordinary. He had previously observed airplanes at that same location and altitude often.

How long do you estimated that you saw the airplane for?

2 to 3 seconds.

Is there anything else I have not asked?

No, not that I can think of.

Do you have any questions for NTSB?

No.

The phone call ended at 1522 EST.

The digest was reviewed with him during the call and he agreed with the content. The FINAL digest was e-mailed to him on January 24, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: January 24, 2024

Subject: ERA22FA126, Record of Conversation/Interview

Contact: Thomas E. Kenville

Mr. Thomas Kenville, the previous owner of N58LF¹ contacted NTSB by phone on March 11, 2022. He called at 1026 EST, from [REDACTED] He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

Mr. Kenville indicated that he has about 18,000 hours, mostly flying Fighter Jets. He indicated that the one of the previous owners of the airplane who was a doctor in Fargo, North Dakota, came to him and asked him to be a partner in the airplane. He became a partner but then bought the previous owners out becoming sole owner of the airplane for about 23 years. He added that he had either been a partner in it or owned it by himself for a total of 30 years.

Prior to selling the airplane to the accident pilot he (Mr. Kenville) had a “close call” on a 45-minute flight From Naples Municipal Airport (APF), Naples, Florida, to Lakeland Linder Regional Airport (LAL), Lakeland, Florida. He was in the right seat and another pilot was in the left seat. While in the traffic pattern at LAL, the oil supply for the left engine was depleted. After landing at LAL, a person in a golf cart followed them while taxiing and after parking they secured the engines and shut down the airplane. The person on the golf cart said the left engine was smoking and asked them if they were having a problem with it. An individual took all panels/cowlings off the left engine and during a check of the oil quantity there was no oil registered on the oil dipstick. A chafed hole was noted in an oil supply hose, and that depleted the oil supply.

¹ According to FAA Records, Mr. Kenville, President of Baron 58LF, LLC purchased the airplane on October 29, 1998, and sold it to the accident pilot on March 12, 2021.

The accident pilot purchased the airplane because it had 6 seats. When he sold the airplane to the accident pilot the right engine was running fine. At the time of sale one engine was low time while the other engine was high time². He asked the purchaser to give him \$25,000.00 to have the right engine overhauled. That did not occur.

He indicated that the accident pilot had called him in October 2021 and November 2021, complaining about a problem with the right engine. The accident pilot had not flown or operated the airplane from October 2021 to the accident flight.

He (Mr. Kenville) added that he thinks 2 fixed base operators (FBO's) on the airport where the accident airplane was at gave the accident pilot the same quote to work on the right engine. The accident pilot then opted to have work that was prescribed by the maintenance facility that told him only the cylinder needed to be replaced.

Mr. Kenville relayed that he had heard that the pilot had ran the engines but had aborted the takeoff³.

Mr. Kenville was asked the following questions –

Did the accident pilot say what the right engine problem was during the phone calls in October or November 2021?

He said the engine was running rough.

Had he ever had a problem since being a partner or sole owner of the airplane had to feather a propeller and secure the engine?

Other than for training no. The airplane flies at 90 knots with one propeller feathered and its associated engine secured.

The phone call end time was not recorded.

The digest was reviewed with him during the call and he agreed with the content. The DRAFT digest was e-mailed to him for review on January 24, 2024. He replied the same day at 1406 and 1511 EST with comments that were incorporated into the digest. The FINAL version was e-mailed to him on January 24, 2024.

² According to copies of the engine maintenance records, the left engine was overhauled on March 25, 2019, and according to Mr. Kenville's pilot logbook, on April 10, 2019, he flew the airplane from LAL to APF after the overhauled engine was installed. As of October 13, 2021, it had accrued 114.3 hours since major overhaul (SMOH). The right engine overhaul date was not known, but as of October 13, 2021, it had accrued 1,584.7 hours SMOH.

³ According to personnel of Superior Aero Services LLC, the pilot aborted the takeoff due to an issue with the door latch.