



Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 1/10/23

Subject: ERA23FA103

Contact: Brenda Riddick, Corapeake, NC

Ms. Riddick was interviewed via telephone. I stated that I had her written statement but am following up for more specific information about the smoke she observed. Ms. Riddick stated that she was a front seat passenger in a car and first saw the airplane in a nosedive. At that time, there were two spiral trails of black smoke, about 5 to 10 ft behind the airplane; however, she did not observe any fire from the airplane.

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Date: 1/20/23

Subject: ERA23FA103

Contact: Carey Parrish (N363GS), Edenton, NC

Mr. Parrish was interviewed via telephone. He stated that he was with John Sanders, in his maintenance hangar, as he was working on Mr. Parrish's agricultural airplane so that he could get back to work. About noon on Wednesday, January 4, 2023, Mr. Bergevin arrived and inquired to Mr. Sanders about his previous engine issue on the accident airplane. Mr. Sanders stated that he made some repairs but had not had a chance to run the engine yet as he was busy with Mr. Parrish's airplane. Mr. Bergevin then asked if he could run the engine while Mr. Sanders was in the hangar working on N363GS. Mr. Sanders agreed and with the assistance of Mr. Parrish and Mr. Edemson, pushed the accident airplane away from the hangar so that the engine could be run safely.

As soon as the engine started, Mr. Sanders and Mr. Parrish looked at each other and knew that "the engine wasn't running right." Mr. Sanders then signaled to Mr. Bergevin to shut the engine down, which he did. Mr. Sanders then told Mr. Bergevin that the engine was not running right, and he would have to look at it later because he was busy with Mr. Parrish's airplane. Mr. Sanders was not more specific than "later," but Mr. Parrish knew that he did not work on it Thursday or Friday as he was still busy working on Mr. Parrish's airplane.



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Date: **1/20/23**

Subject: **ERA23FA103**

Contact: **Jennifer Bergevin, Edenton, NC**

Mrs. Bergevin was interviewed via telephone. I advised her that Mr. Parrish knew both parties and for the most part, corroborated Mr. Sanders written statement with the exception of "later" verses "later probably Monday." She said that she spoke to her husband every day. I asked her if he had stated anything to her about checking with his mechanic before going flying on Saturday. She stated no, that he just said he was going flying. She added that she was supposed to go with him, but her father was ill.



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Contact: Baxley Edemson, Edenton, NC

Mr. Edemson was interviewed via telephone. He stated that he works for Mr. Parrish as a ground handler for his agricultural airplane. He was there when Mr. Bergevin came in and ran his engine. Mr. Edemson was standing about 30 yards away but could tell by sound and vibration that the engine was running rough and missing. Mr. Sanders signaled the pilot to shut the engine down. He told the pilot that he would have to look at it later but did not specify a time.

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Contact: John Sanders, Edenton, NC

Mr. Sanders was interviewed via telephone. He stated that after the unsuccessful engine run, he walked with Mr. Bergevin as he left the hangar. Mr. Bergevin commented that the magneto drop actually sounded better. Mr. Sanders stated that something else was wrong and he would look at it on Monday.

Mr. Bergevin was a friend of Mr. Sanders and had his cell number. Mr. Sanders did not receive any calls or texts from Mr. Bergevin. On Saturday, he was not at the airport as he was taking a class. A friend texted him in class about the accident.

Mr. Sanders added that weather was forecast to move over the airport on Sunday, so on Friday he put the accident airplane back in the pilot's hangar to protect it from the weather until he could work on it on Monday. Following the accident, Mr. Sanders now uses pink "do not fly" stickers on airplane he is working on, but has not yet returned to service.

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Contact: Joe Forbes, Edenton, NC

Mr. Forbes was interviewed via telephone. He is a flight instructor and used the accident airplane to provide instruction. He stated that he experienced no problems with the airplane in the past, except for one bad magneto that was resolved. He last flew the airplane about December 23rd as the pilot wanted to use it while his other airplane was receiving an avionics upgrade.

Mr. Forbes added that he instructed the accident pilot for part of his primary training, and he was a very good student.

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Date: 1/30/23

Subject: ERA23FA103

Contact: Harry Davis, Airport Manager, Edenton, NC

Mr. Davis was interviewed via telephone. The accident pilot flew his daughter in the accident airplane on December 27, 2022, and there were no anomalies. At a later date, the accident pilot experienced an excessive magneto drop during engine runup. Mr. Davis was not aware of what transpired after that but opined that the accident pilot arrived on Saturday (1/7), saw the airplane back in its hangar parking spot, and thought it had been repaired.

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Date: 1/30/23

Subject: ERA23FA103

Contact: John Sanders, Edenton, NC

Mr. Sanders was interviewed via telephone. He stated that he had performed all of the annual inspections since the 2017 logbook entry that he provided us. Mr. Sanders changed over computer systems about 1 year ago and does not have any work orders prior to that changeover. He estimates that the airplane flew about 150 hours from the time of the 2017 entry, until the accident. The propeller was damaged due to FOD about 1 year ago and replaced with a Sensenich propeller, which probably has about 100 hours on it. Mr. Sanders believes the most current aircraft logbooks were onboard and destroyed in the postcrash fire.