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Eastern Region - Aviation

Date: March 1, 2023
Subject: ERA23FA131 - Pilot's Friend
Contact: Scott Hedrick

In a conversation, Mr. Hedrick stated the following:

- Mr. Hedrick stated that he wasn't aware that the pilot was flying out that day, February 27th.
- He believes that the pilot departed HLX around 1330-1400.
- He was flying to KBUY - Burlington Airport, NC - to Triad Aviation to pick up engine parts for an airplane that the pilot was working on.
- Caleb - the pilot - is a good friend and mentor of Mr. Hedrick.
- Caleb was rebuilding an engine in his shop, which was why he was flying to pick up engine parts on the day of the accident.
- The flight from the departure airport to the destination airport (HLX - BUY) should have been about 48 minutes without a headwind.
- Mr. Hedrick called an FBO on the BUY airfield the night the pilot went missing because Triad Aviation was already closed, and the FBO had no record of the airplane being at the field.
- Then, on February 28th, Mr. Hedrick called Triad Aviation and the owner of the company answered the phone. He confirmed that the pilot had

made it to Triad aviation on February 27th, picked up the engine parts, and departed to return to HLX.

- Mr. Hedrick stated that Caleb had texted his wife, Mrs. Glick, around 4:00 PM, that stated he made it to BUY, it was a little windy, he was about to depart, and would see her when he returned to HLX.
- Caleb did get fuel at HLX on the day of the accident, but he did not get fuel at BUY. He talked to the other airplane owner who manages the credit card for fuel for N2991J and he confirmed that the pilot picked up fuel at HLX before the accident flight and did not get fuel at BUY.
- Mr. Hedrick was the person who called Roanoke ATC to report the pilot missing. He assisted in the search for the wreckage as well.
- Mr. Hedrick reported that the pilot performed all of his own maintenance.
- The pilot was using the Cessna 150 and a Cessna 172 for flight instruction. The Cessna 172 was in maintenance so he was mainly using the Cessna 150 for flying.
- When asked about weather briefing information, Mr. Hedrick stated that Caleb always reviewed the weather before flying and it might have been some application on his computer that he used.
- The airplane did not have ADS-B out or in.
- There was a weather system that came through between 5-6 PM on February 27th, the day of the accident. The wind was gusting, the cloud layer lowered to 1,000 ft or less.
- When he worked on trying to find the airplane after it was lost, he contacted air traffic control and worked on triangulating the pilot's cell phone. While searching for the airplane, they had a handheld radio trying to listen for the ELT signal but never heard anything.