

On 25 June 2023 approximately 1600 hrs. I witnessed N13LV taxi out from the FBO, trailing a large amount of white smoke from the aircraft. The A/C stopped in the middle of the turbine parking area, engine running, and a few moments later continued to taxi out to the taxiway. I did not see any smoke at that time. I watched him proceed onto the parallel taxiway, northbound when he again came to a stop. The engine appeared to stop running, and the prop was in a stationary position. We started to drive over to render a tow when the engine started and the A/C continued north on taxiway Alpha towards RWY 23. A few minutes later, I heard on the CTAF "Mooney 13LV departing RWY 23 with a turn to the west" My counterpart asked me did you see the puff of smoke as he was taking the runway? I did not witness this. The A/C proceeded to make what appeared to be a normal takeoff, wheels in the well and he was on his way.

About a minute later I heard on the CTAF Mooney 13LV "straight in RWY 23". This got my attention and by the time I got to the radio, N712TT, Cessna who was airborne at the time, contacted me and said we have a "Mooney down north of the field". At the same time, My coworker who was refueling our Jet tanker on the East ramp fuel farm called me on the radio and said we have a large amount of black smoke north of the field. I asked Gus to call 911, I got into my truck and proceeded towards the smoke.

I was first on scene with a Brunswick County Sheriff's deputy, who I asked to evacuate the house. The A/C was lying inverted, empennage/tail laying against the east side of house, engine in the ground, A/C fully involved with heavy fire. Pilot appeared to be still inside wreckage. I attempted to suppress the fire with the house garden hose, but due to the large amount of fire and a very limited water supply, I was not able knock down the flames enough to affect a rescue. A short time later Fire units arrived on scene and started knocking the fire down.

At this point, I asked the deputy if everyone was out of the house and she said yes. I was asked to move my truck and I departed the scene back to the airport. I began making the appropriate phone calls to various agencies.



Mike Mendel

Operations Manager

KSUT



Blane Jackson [REDACTED] 12:50pm 6/27/23 (N918WT)

I didn't see the accident, but I saw the run up and heard the radio. At the FBO building when he started up the plane, there was a significant amount of white smoke. I saw liquid spraying and it was maybe the prop causing it to spray or coming from the prop. It was hard to tell. I touched the oil that was left in the parking spot and it was definitely oil. I went from the FBO and my plane and passed by him several times and it looked like he was working on his plane and tinkering, but I am not sure. I didn't see him with the cowling up, but he was out there for maybe 30 minutes so I assumed he was working on the plane. He left his parking spot and went on the other side of the ramp near the grass. He didn't do a typical run up like you do when you point into the wind and do a run up at 2000 rpm. He pointed the tail toward the hanger and there was a C172 right behind him and he was running it at a really high RPM like he was trying to clean the engine out and blowing all that smoke into the C172. He also would rev the engine up and then scoot 20 to 30 feet and then do it again. The engine was really running rough and at one point I saw the smoke blow in front of his windshield and so I know he had to have seen it. There was no way that he wouldn't know that the engine was running rough and with all the smoke I was confident that he knew. I just figured he was checking his engine after he had worked on it. I was in the FBO and I saw a family hanging around for their son's cross country solo and I told the family, "surely, he won't take off". I told them if they see someone from the FBO, to radio him to not take off. Before I got into my plane I heard a screeching and squealing sound, like a timing belt sound, and I saw a plane in the air on takeoff. I started my plane and I put my headset on and heard "engine out" and saw a plane on downwind. I didn't know it was him and thought it was probably a simulated engine out for training. I heard another call in about 30 seconds "straight in for 23'" and I knew it was real and heard the FBO come over the radio and say "plane down". I went to see the end of the runway and saw a plume of black smoke.

The person who was flying with me, spoke to the pilot's wife in the FBO. The wife said they had driven up from Myrtle Beach and he would fly back and she was driving back. I saw that the plane had a new paint job, so maybe that is why it was there. His wife was in her car on the ramp and watched him do the run-up and saw the smoke. I don't think his wife was a pilot.

Dave Elsbree and Angela Elsbree (mother)

[REDACTED] Southport, NC 28461 [REDACTED]

[REDACTED]

(Dave) I was in my back yard and saw a plane flying low with the right wing low (passenger side) banking to the right and it was quiet and I heard the wings hit the trees. It clipped the trees and was coming directly coming towards me. I thought it was coming at me, but it hit the house. It was burning and looked like a fire in the sky. It was burning before impact and it looked like the nose was on fire. When it hit I heard a boom and then it was like an inferno with black smoke.

Jim Howell Witness report taken from Inspector Chriscoe over phone on 6/27/2023 at 11:10 local time

I was flying into the airport and landed before the Mooney took off. I had exited on Foxtrot and was taxiing back when he was rolling. I didn't see him on takeoff roll or climb out because I was taxiing. I heard him on down wind say, "engine out" and I couldn't see if the prop was turning. The gear was up. He looked like he had control of the airplane, but he extended the downwind and was low. I didn't see smoke in the air. I didn't see the base leg but I heard him call base and he looked lined up on final. He sounded fine when he called on downwind, but when he called final I could hear in his voice he sounded like he knew he made a mistake. I saw no smoke in the air on final. I only saw smoke when he went behind the trees on impact.

Gretz Robert

From: Gretz Robert
Sent: Monday, June 26, 2023 2:57 PM
To: Gretz Robert
Subject: FW: Plane Crash - Southport NC

From: MJD [REDACTED]
Sent: Sunday, June 25, 2023 9:55 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: Plane Crash - Southport NC

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

To whom this may concern,

This afternoon, my wife and I were in our family's pool at 1001 Fairley Street in Southport NC when we observe a small, single prop plane overhead lose power. We are used to watching air traffic overhead but it caught our attention when we heard the engines turn off, making each of us look up. I noticed right away that his propellor was not in rotation, it was still and visibly not rotating.

The pilot seemed to be in a glide and I told my wife that either something is wrong or he is practicing stalls. I've never seen anyone practice stalls this low to the ground as he was probably around 1,000 feet in the air. The plane went over the wood line and appeared to be returning back to Cape Fear Jetport in a glide. I never heard his engine turn back on and about fifteen minutes later, we heard a bunch of sirens in the area.

We found out this evening that the plane crashed short of the airfield but haven't heard the status of the pilot or passengers. I wanted to reach out to give a location on where the plane seemed to have engine failure for investigation purposes which was above 1001 Fairley Street.

Feel free to reach out if you need anything else.

Mark Dolak
[REDACTED]



VOLUNTARY STATEMENT

☐ Driver Statement ☒ Witness Statement

Date of Collision/Incident: 6/25/2022

Time of Collision/Incident: Approx. 4 ☐ A.M. ☒ P.M.

Name: Steven Monroe DOB: [REDACTED]

Address: [REDACTED] City: Southport State: NC

Phone Number (Home) () () () () () () (Work) () () () () (Cell) [REDACTED]

Initial Traveling Speed Prior to the Collision/Incident: Low, MSF

Begin statement here to include events that occurred before, during, and after the collision/incident:

Single prop motorcar plane coming in on approach for landing.
Plane altitude was too low on approach and plane was
burned too early causing plane to clip tree tops.
Damage to prop caused immediate engine stop.
Plane rotated ~~over~~ after impact with tree tops causing
Q to turn on its side, causing immediate loss of
flight. Plane landed next to civilian house and
instantly burst into flames approximately 45 seconds
after fire started a second explosion occurred causing
flames to intensify.

NOTE: I hereby certify that the information provided by me in this statement is a true and accurate
representation of the facts.

Signature: [REDACTED]

Date: 6/25/2022

BOOTWEAR.COM

North Carolina
State Highway Patrol
VOLUNTARY STATEMENT



☐ Driver Statement ☒ Witness Statement

Date of Collision/Incident: 6/25/2023

Time of Collision/Incident: 4:23 AM

Name: [Redacted] DOB: [Redacted]

Address: [Redacted] City: Southport State: NC

Phone Number (Home): [Redacted] Work: [Redacted] Cell: [Redacted]

Initial Traveling Speed Prior to the Collision/Incident: MPH

Begin statement here to include events that occurred before, during, and after the collision/incident.

The person started to fly low and hit the ground and then came up and hit the ground.

NOTE: I hereby certify that the information provided by me in this statement is a true and accurate representation of the facts as known to me.

Signature: [Redacted]

Date: 6/25/2023