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Aviation Accident Investigator
OAS

Date: August 04, 2026

Subject: ERA24FA261, Witness Statements

Contact: David Remedios, Flight Instructor Witness
Lauren Hemingway, Student Pilot Witness, [REDACTED]
Kyle Smith, Witness, [REDACTED]
Randy Smith, Witness, [REDACTED]

David Remedios reported that he was flying in N8116J with his student, Lauren Hemingway, at KSCR. They were flying the traffic pattern for runway 22. At the time, they had performed 2 touch and go's and had intended to solo my student at the airport after our 3rd landing. After the second touch and go, N515DH entered the left downwind at a 45-degree angle, and he distinctly remembered extending their departure leg for spacing. They gave them a wide berth and turned crosswind to downwind. N515DH also performed a touch and go, and he remembered being midfield on the downwind when they saw them execute their touch and go. Both of us were announcing our positions. When we reached about the abeam point of runway 22, N515DH said: "student pilot what is your position?". My student replied, "about to turn base." N515DH: "can you extend, we're having an issue." The student replied "yes."

His student raised the flaps, and they extended their downwind and confirmed over the common traffic advisory frequency (CTAF) that they were extending their downwind. He distinctly remembered after making that call, glancing at the ADS-B display and seeing the accident airplane's altitude get lower and lower. There was about a 3-4 second hot mic moment where we could hear various background noises and I had assumed that one of them accidentally or intentionally pressed the PTT button, but no words were spoken. He banked the airplane to the left to give them a

clearer view of the downwind, and it was then that they both saw a plume of black smoke billowing up from the trees about a half a mile from the runway on the downwind. He immediately contacted Raleigh Approach on 132.35 and told them that the plane had gone down on the downwind and also provided them with the tail number. He circled the area but did not hear an ELT signal, and returned to the TTA airport.

The student pilot, Lauren Hemingway, reported that she was a student pilot under David Remedios and a witness to the accident. They flew to Siler City in preparation for her first solo flight. They were flying N8116J and departed Raleigh Executive about 1220 and navigated to Siler City to perform two touch-and-go landings. As they approached Siler City, the wind was calm and the weather was great. They entered the left downwind for runway 22 and noted that there were no other aircraft in the pattern at the time. Following their third touch-and-go landing, while on downwind, she observed the accident airplane barely leaving the runway, about 100-400 ft above ground level (AGL). Shortly afterwards, the accident airplane announced that they were having an issue. She stated that they did not hear the airplane's stall horn on the mic, nor did he declare an engine failure. He only said "issues" but did not seem to be very panicked. As they extended their downwind, they noticed the accident airplane's altitude drop and observed the smoke as they transitioned to base. The student provided a photo taken at 1249.



Photograph of accident site. (Courtesy of student pilot)

Kyle Smith reported that he was baling hay at the airport and observed the accident airplane perform a touch-and-go landing. During its takeoff, it looked different, like it was flying sideways or at an angle towards the east of the runway and as it was climbing in altitude it almost rolled over on its side and went into a nosedive on the southeast side of the runway, soon as it hit the ground a big black mushroom cloud of smoke arose, and he immediately went to the office and reported it.

Randy Smith reported that he was baling hay on the southwest side of the airport and observed the accident airplane at an altitude of about 100-150 ft above ground level pitch up and roll left. Shortly after he lost sight of the airplane his son, Kyle Smith radioed to him that he witnessed the accident. He further stated that the left roll was more aggressive than what he previously observed from airplanes at the airport.

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