



Justin Coe
Air Safety Investigator
AS-ERA

Date: 10/27/2025

Subject: N43822

Contact: [REDACTED], Pilot, N43822

On 10/25/2025, [REDACTED] called the NTSB's Response Operations Center (ROC) to report an accident. The following is a summary of that conversation:

[REDACTED] was connected to NTSB Duty Officers Justin Coe and Dan Boggs by the ROC operator. Mr. [REDACTED] stated that his plane had crashed into trees in Williston, SC, but he and his passenger had escaped without injury.

Mr. [REDACTED] was asked to describe the accident flight, to the best of his recollection. He responded that on 10/24/25 he and a passenger planned to depart from private airport 95SC (Williston, SC) to his home airport of 6J6 in his Rans S-6ES Coyote. He explained that he did a runup, an RPM check, set flaps for 10 degrees, then back-taxied onto and took off from runway 31. When asked about the winds, Mr. [REDACTED] stated that the winds were gusty, shifting between a headwind on runway 31 to a right-quartering headwind. When asked about the wind velocity, he stated the windsock was not consistently straight out, but also not drooping down.

Mr. [REDACTED] stated that airspeed was OK during takeoff and he rotated at 55mph. After takeoff he stated that he hit a gust, and the right wing went up. His next recollection was the airplane pulled to the left and had come to a stop, suspended in the trees.

Mr. [REDACTED] was able to reach his friend, and owner of the airport, who was able to rescue Mr. [REDACTED] and his passenger. He stated that the right wing was sheared off, the left strut was torn off.

Mr. [REDACTED] was asked if he was aware of any mechanical problems with the airplane that would have precluded normal operation. He responded no and that the airplane seemed to be working normally.

The NTSB Duty Officer stated that based on the description, this would likely be classified as an accident. Mr. [REDACTED] was asked if his airplane was insured, to which he responded that it was. The NTSB then said that as the airplane was insured, Mr. [REDACTED] could work with his insurance company to extract it from the trees.

Mr. [REDACTED] provided his contact information and pilot credentials, then was asked if he could share any photos he might have. Mr. [REDACTED] said he had taken some photos and would share via email.

The NTSB Duty Officers thanked Mr. [REDACTED] for his time.
