

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL	TIME 10 a.m.	DATE 03/23/2026										
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		SYMBOL	INITIALS								
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[REDACTED] - Attorney, [REDACTED] - PIC, Sean Yates - ASI,												
Juanita Sherman - ASI, Michael Guidice - ASI												
SUBJECT Accident Statement from PIC [REDACTED]												
DIGEST												
[REDACTED] was asked to start from the beginning by ASI Yates and stated that before he left Wilmington, NC, he checked the weather and the NOTAMs for Monroe's Executive Airport (EQY). This included checking the winds. [REDACTED] stated he was inside the plane's limitation before he left that day. If there were any significant changes, he would fly to the Charlotte Airport (CLT) to get more of a northern facing runway because their main airport has runway 36. Going back to Fayetteville (FAY) was the second option. Going back to Wilmington was another option, because he knew once he arrived at EQY, he would have around 20 gallons of fuel left. [REDACTED] stated "that would be plenty to even fly back to our main airport in Wilmington, or Myrtle Beach, anywhere we want to go". He stated he flew out around 11:50 a.m. with the most recent METAR for EQY and determined it was still within his acceptable range. He checked the METAR enroute to EYQ using his Garmin and stated "It was normal" and continued his flight. [REDACTED] then stated he had flight following out of Wilmington. ATC released him from flight following to allow him to switch to CTAF at EQY. He stated: "I got on with ASOS a little early when I started picking it up about 15 miles out. Still, there's no significant changes in the weather. It's still showing runway five is going my best runway." He then began his pre-landing checklist and descent checklist, crossing midfield around 2700 feet. He stated he was able to see the windsock and the windsock was showing that runway five was going to be the best runway. [REDACTED] determined from the windsock that he would have a headwind with a left crosswind. He then stated he crossed midfield and performed a right teardrop entry into a left downwind at midfield, for runway five. He looked at the wind sock one more time, and it'll still showed that runway five was his best option with winds "kind of around that 340 to 350-ish range."												
Continued on page 2												
CONCLUSION, ACTION TAKEN, OR REQUIRED												
DATE 03/23/2026	TITLE Aviation Safety Inspector	SIGNATURE SEAN ETIENNE YATES  Digitally signed by SEAN ETIENNE YATES Date: 2026.03.24 14:08:46 -04'00'										

His plan was to extend his downwind to make a longer final and only use 20 degrees flaps, while also adding 15 knots to his speed while crossing the numbers on the runway, just in case he encountered anything. ██████ said that once he was abeam the runway numbers, he added 10 degrees of flaps, once he was in a flap range. Then he turned onto his base leg followed by his final leg. He then added 10 more degrees of flaps. He did not know his exact speed but estimated it to be around 100 knots. ██████ stated everything was smooth. "I did a left wing down, right rudder, cross wing correction." He stated he did not encounter any gusts in his descent. Once he was over the numbers, he started easing his power back and he estimated doing around 90 knots. As he began to round out to land, he encountered a down forcing wind from the back of the plane. "It was like a down forcing wind that caused me to either, I couldn't tell if I ballooned up or actually touched the runway and then bounced back up and before I can even do a go around, that's when we had that sharp gust from the left of the plane that caused me to exit over the runway." He wasn't sure if he was still touching the runway or just above the runway but when he realized the plane had touched the grass, he pulled power to idle and started applying brakes stating that there wasn't much distance between the runway and embankment he went over.

ASI Guidice asked ██████ if when he went over the embankment, did he become airborne again, and then touch down on all three wheels? ██████ stated no, because he was applying brakes, he didn't. He didn't have enough airspeed and there was no way he would try to give it no more throttle. The throttle was out because he did not want to try to be airborne again. He stated that he also held yoke back and that there was not enough momentum and air speed to set down in the embankment. ██████ then stated: "So it went nose down, left, and then the nose of the plane, I seen it sink down, and then the left wing had dipped down a little bit, and that's when it impacted the ground. It just did a flip, one flip."

ASI Guidice then asked ██████ if he sustained any injuries? He stated he did not.

ASI Yates asked ██████ if he adjusted any of the controls after he found himself upside down before getting out? He stated he utilized the flap left to assist him in getting out of his seatbelt. Additionally he stated: "I know I was turning off some of the buttons, I was trying to get the power off, the fuel pump off and stuff and I don't know if I tried to turn the fuel off, but I could not get the fuel to turn off." When asked about the throttle he stated: "I know I had my hand, because I have a mark on my thumb, my index, my middle finger, where I had my hand on the throttle, when I hit the ground, for sure, because I got a cut, I had a cut right on that, where the friction lock was at. So, I don't know when I hit the ground, my hand hit the throttle forward, because I was on all fours trying to get out the plane."

ASI Yates then asked if ██████ considered a go-around? He stated: "And before I can even do a go round, that's when the gust from the left hit us. And that point, it picked me up a little bit and moved me over and I was not coordinated, no more to do a go around."

ASI Guidice asked if Mr. Melton was aware of the embankment? ██████ stated he was not.

ASI Yates closed out the interview by asking ██████ if he wished to continue flying? ██████ said he did and wanted to go for his ATP.