

Record of Interview

Interviewee: Jose Martinez, builder N9216E

Contact info: [REDACTED] Pensacola, FL

Date/Time: 5/18/2018 11:00 CDT

Topic: N9216E Kolb FireStar 2

Mr. Martinez was the builder of N9216E. He stated that he received a special airworthiness certificate from DAR Paul Mather in March 2017. He sold the airplane to Scott Newton in May 2017. Mr. Newton told Mr. Martinez that he had taken some flight training in the past but he did not have a pilot certificate. Mr. Newton took the airplane away in a trailer. Mr. Martinez stated that Mr. Newton had been in contact with him awhile ago and at that time, Mr. Newton said that he was taking some flight training at 16FL airport.

Mr. Martinez also stated that he had run into Mr. Newton about a month ago at a fly-in at St. Elmo Airport, Bayou le Batre, AL. Mr. Newton was with his wife and they had driven there. Mr. Newton had once asked Mr. Martinez if he could come land at Mr. Martinez' grass strip. Mr. Martinez told Mr. Newton that he needed to get his pilot certificate and have some experience before he landed there and that he must call first before he considers landing there.

Mr. Martinez said he believed that Mr. Newton was storing the airplane at the storage facility in Pensacola near the Hijah Temple.

Nina A. McBride
Aviation Safety Inspector, OPS
AL/NW Florida FSDO, SO-09

Record of Interview

Interviewee: Lisa Newton, Pilot's wife

Contact info: [REDACTED]

Date/Time: 5/18/2018 13:00 CDT

Topic: N9216E Kolb FireStar 2, Pilot Scott Newton

Inspector Todd Pryor and I met with Scott Newton's wife, Lisa Newton, at Sacred Heart Hospital, Pensacola, FL in a private consultation room adjacent to the Trauma ICU. Ms. Newton was calm and spoke clearly and matter-of-factly to us.

Ms. Newton stated that the day of the accident was the first time that she knew that Scott Newton had taken off in his airplane. In the past, he had been only taxiing around or "crow hopping" where he would go down the runway and momentarily become airborne and then touch down again. He had flown with some people, maybe last fall, in a tail wheel airplane. She does not know how training he received then. She was not aware that he had taken any flight training in the last few months or since the beginning of 2018.

Friday morning May 11th, Scott said to her, "I think I am going to go flying." At 11:09 am, he called her while she was at work and said, "I am waiting for the engine to warm up and then I'm going flying." Due to her job as a home health nurse, Ms. Newton often cannot immediately answer her phone. Usually Scott will text her. At 11:52 and 11:58 a.m. she had two missed calls and voicemail from Scott. She thought that was unusual. The message said basically, "I'm o.k., I think I broke my leg and maybe my jaw. I crashed near Ray Combs' house."

Ms. Newton then stated that Scott Newton had always wanted to fly and had begun taking flying lessons in the 1990s. He had planned to quit his job and they were going to move to Georgia where he would train to become a commercial pilot. Just before he quit, she became pregnant and they had to stay in Alabama. He is a train engineer with CSX and travels all the time for his job. He takes his flying materials with him and studies in the hotel room after hours. He has some King ground school videos he watches and other books he studies. He talked about flying often and it always seemed it was on his mind. He works 6 days on and 2 days off. He had been frustrated with the weather this spring and would want to go flying but the winds were usually too strong.

Ms. Newton tried to support her husband's interest in flying but it did not interest her and she is afraid of flying. She knew he had purchased the plane and kept it in a storage facility in Pensacola. She did not pay serious attention when he talked about flying and what he was doing because she was not interested. She always felt it was his thing and she wanted to be supportive but she didn't really like it.

His injuries include: [REDACTED]

[REDACTED] For the most part he has been sedated. The medical staff will reduce his sedation every few hours and wake him up. He seems to realize he was in an airplane accident but is not able to talk. Ms. Newton has hope he will recover although it will be a long recovery and his leg may cause him to have trouble regaining his ability to walk.

On May 30, 2018 I attempted to contact Ms. Newton to update Mr. Newton's recovery and see if he could be interviewed. I left a message.

Nina A. McBride
Aviation Safety Inspector, OPS
AL/NW Florida FSDO, AFG-600-BHM-FSDO-09

Record of Interview

Interviewee: Paul Spillane, Local sport pilot flight instructor

Contact info: [REDACTED] 5 Navarre, FL

Date/Time: 5/18/2018 10:45 CDT

Topic: N9216E Kolb FireStar 2, Pilot Scott Newton

Mr. Spillane's name was entered into the pilot logbook found at the accident site of N9216E. . One entry in the back of the pilot logbook showed a 0.5 hour session of ground training dated 9-13 with no year in the date. There were three entries in the flight section on 9/8, 9/13, and 9/16 endorsed by Mr. Spillane for a total of 2.7 hours of instruction given in Aeronca Champ, N4223E.

I asked Mr. Spillane if he remembered Mr. Scott Newton and initially he did not. I read him the entries in Mr. Newton's logbook. Mr. Spillane stated he kind of remembered him. I sent a photograph of Mr. Newton to Mr. Spillane via text message and Mr. Spillane was then able to recall Mr. Newton.

Mr. Spillane then stated that Mr. Newton was in the early stages of learning to fly and had said he had some flight training years ago. Mr. Newton is a big guy but was able to fit in the Champ. They did a few lessons and Mr. Newton seemed serious but never came back. Mr. Spillane never heard from him again. Mr. Spillane does not remember initiating a student pilot application with Mr. Newton and does not remember Mr. Newton saying anything about owning an airplane. Mr. Spillane remembers that Mr. Newton said he works for CSX.

Nina A. McBride
Aviation Safety Inspector, OPS
AL/NW Florida FSDO, SO-09

Record of Interview

Interviewee: Don Weloth, Local flight instructor and Sport pilot examiner

Contact info: [REDACTED] Pace, FL

Date/Time: 5/18/2018 10:05 CDT

Topic: N9216E Kolb FireStar 2, Pilot Scott Newton

Mr. Weloth's name was entered into the pilot logbook found at the accident site of N9216E. I contacted Mr. Weloth is a sport pilot flight instructor and a designated Sport Pilot examiner overseen by AFS-610 in OKC. One entry in the back of the pilot logbook showed a 2.5 hour session of ground training dated 9-1 with no year in the date. There was also an 0.8 hour entry in the flight section on the same date of 9/1, in similar handwriting but not endorsed. This included the year 2017 above the entry.

I asked Mr. Weloth if he remembered Mr. Scott Newton and he did not. I read him the entries in Mr. Newton's logbook and Mr. Weloth could not recall having instructed or flown with Mr. Newton. Mr. Weloth stated that he and Paul Spillane, another sport pilot instructor, do a lot of tail wheel instruction in the Aeronca Champ, N4223E. Mr. Weloth stated that the entries sounded like a typical first introductory flight for tail wheel training. He was unable to remember anything specifically about Mr. Newton.

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