

**Douglass Brazy  
Air Safety Investigator  
Eastern Region Aviation**

**March 30, 2016**

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**Subject:** ERA16LA139, N729PS, Harmon Rocket II, March 24, 2016, Cheraw, South Carolina.  
Record of conversations with Wendall Hall, Scotty Hall, and Jamie Adams.

On March 30, 2016 Mr. Wendell Hall provided the following information:

Mr. Hall was the previous owner and builder of the accident airplane. He said that Mr. Hester had about 30 hours of flight experience in the accident airplane. Mr. Hester had flown about 7 hours the day prior to the accident, and he had been working on Phase 1 of the initial airworthiness certificate operating limitations. Mr. Hall believed the airplane needed about 6 more hours of flight to meet the 40-hour requirement for phase 1. The flight departed about 0715, and the city electrical power went out about 0750. Mr. Hall said that he was good friends with Mr. Hester for 25 years. He said that Mr. Hester had “never done anything like this before”.

On March 30, 2016 Mr. Scott Hall provided the following information:

(Scott Hall is the son of Wendall Hall) On the morning of the accident, Scott Hall was at his residence, located about 2 miles west northwest of the Cheraw Municipal Airport. About 0725-0730 the accident airplane flew over his house at about the “treetop level” flying straight and level, and “fast”. He said that 10-15 of his friends had later called him and told him they saw the airplane flying low at various locations around the town. One friend saw the airplane over the school house about 5 miles east of the airport about 0740, flying straight and level at “treetop height”.

On March 30, 2016 Mr. Jamie Adams provided the following information:

On the morning of the accident, Mr. Adams outside at his work place, which was ¼ mile east of the Pee Dee river, about 1 mile south of the accident site. Mr. Adams watched the airplane flying above the river, at an altitude of about twice the height of the trees. He observed the airplane flying south over the river, and then about a minute later it was passed by his location flying north. He said the airplane sounded normal, it did not perform any erratic maneuvers, and it did not appear to be flying at full power, or unusually fast or slow. Shortly after the airplane passed by him, he went inside and the electricity suddenly went out. Mr. Adams said he had seen military airplanes “buzzing the river channel” many times before, though they did not fly as low as the accident airplane.

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