



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 27, 2015
Person Contacted: Norman Dennis Parker
NTSB Accident Number: ERA15FA221

Narrative:

Mr. Parker was interviewed at his home on May 24, 2015, at 0834 EDT. His home address is [REDACTED] West Columbia, SC [REDACTED]. He provided a home phone number of [REDACTED].

He indicated he is not a pilot, but was in the Army and flew in aircraft as part of his service.

On the date and time of the accident, he was located inside his house and the porch doors that face the pond. That location was determined to be 33 degrees 56.825 minutes North latitude and 081 degrees 09.799 minutes West longitude. He heard a loud "boom" sound and saw water spray in the pond. He walked outside and saw the tail sticking out of the water. He walked towards the pond and told his wife to call 911. When she called she was told they were already aware of the accident.

He indicated before the "boom" sound he did not hear any engine noise, and his first thought was that Clayton was "blowing up the pond." The boom sound caused him to look towards the pond, and he saw tree limbs falling from the tree and saw the splash 1 second later. A person came off the road and he and that individual went into a boat and proceeded to the airplane. They were not able to locate the pilot. Another person also swam out to the wreckage to assist. The person who pulled off the road indicated to him that he did not see the propeller spinning. That person was in his late 20's or early 30's.

The fire department showed up shortly in Claytons back yard, and at their advice tied a rope to the tail and the airplane was pulled closer to the bank. Before the airplane was moved he guessed it was 30 to 40 feet off the bank.

He indicated that he has lived at that house for 2 years, and his wife had lived there for 6 to 8 years.

At the time of the accident it was clear and sunny, with a slight breeze from the east. He confirmed he owns the property of the tree that was contacted, and that he did not see the airplane while it was in-flight.

At the time he did not know the airplane had contacted the tree, but as they paddled out in the boat he looked back and noted the tree damage.

The pond owner lives in an A-frame type house on Cullumwood.

The digest was reviewed with him during the interview and he agreed with the content.



RECORD OF CONVERSATION

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Date: May 27, 2015
Person Contacted: William "Will" W. Collum
NTSB Accident Number: ERA15FA221

Narrative:

Mr. William "Will" W. Collum was interviewed on May 24, 2015, at 0915 EDT. He was interviewed at his house located at [REDACTED] West Columbia, SC [REDACTED]. He provided a cell phone number of [REDACTED] and an e-mail address of [REDACTED]. He indicated that he bought the house from his father, and has lived there since 1997. He indicated that his father who has since passed away worked for the pilot in the 80's, and the pilot has been to his father's house during that time. The house is located east of the accident site.

He indicated that he is an electrical engineer, and about 15 years ago he accrued about 9 to 10 hours in a Cessna 172. He has flown the approach to the same runway 11 years ago. He is the pond owner, and on the date and time of the accident, he was inside his house at the porch windows that face the pond. That location was determined to be located at 33 degrees 56.830 minutes North latitude and 081 degrees 09.603 minutes West longitude.

He heard a "boom" sound and saw a "puff of smoke" like firecracker rising and parts arching over the water after the obvious impact. He then saw the tail sticking out of the water. He did not see the descent or impact. He heard "some engine noise" which he described as, "could have been a little off", and he equated to something, "a little weird." The sound he heard was abnormal, which he described as a rhythmic or oscillating at a frequency lower than that of the main rotor blades of a helicopter, or less than 400 rpm.

He indicated he does not know anybody who saw the airplane in-flight.

The digest was reviewed with him during the interview and he agreed with the content.



RECORD OF CONVERSATION

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Eastern Region

Date: May 27, 2015
Person Contacted: Kimberley Ann Wooten
NTSB Accident Number: ERA15FA221

Narrative:

Ms. Wooten was interviewed on May 24, 2015, at 1022 EDT. She was interviewed at her house located at [REDACTED] Lexington, SC [REDACTED]. She provided a home phone number of [REDACTED] and an e-mail address of [REDACTED].

She is not a pilot, but has flown with her father 14 years ago. On the date and time of the accident she was driving in a Jeep Cherokee with her son (Christopher Harrington) with the windows down, no music, and the air conditioning was off. She was talking with her son and had turned onto Old Barnwell Road driving in a northeast direction. She looked up and when they were about ½ block away from the pond, she saw a red and white colored airplane flying towards them. At that time the airplane was in a banked attitude. She reported the airplane banked to the left then flew behind the car. She did not hear any engine sound. She indicated that the airplane almost hit a red colored truck, and that while in a left wing low attitude, the airplane collided with a tree.

She did not recall the position of the landing gear, and she stopped the Jeep. Her son went running and then went into a paddle boat. She indicated her son had worked for Eagle Aviation as a fueler. She estimated the airplane was flying between 70 and 80 feet above the ground, and thinks the left wing and tail hit the tree. She indicated she did not get the sense that the airplane was going to hit her car.

She described law enforcement and fire rescue standing around, and they threw a rope to her son and Norman to tie onto the airplane. She indicated "it was extremely quiet, just like a glider." She could not tell if the propeller was turning, and did not see any smoke trailing the airplane.

Their location was later determined to be located at 33 degrees 56.881 minutes North latitude and 081 degrees 09.785 minutes West longitude.

She provided an e-mail address for her son of [REDACTED]

The digest was reviewed with her during the interview and she agreed with the content.



RECORD OF CONVERSATION

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Sr. Air Safety Investigator
Eastern Region

Date: May 27, 2015
Person Contacted: Christopher Harrington
NTSB Accident Number: ERA15FA221

Narrative:

Mr. Christopher Harrington was interviewed on May 24, 2015, at 1812 EDT. He was interviewed at [REDACTED] Lexington, SC. Following the interview he and his mother along with NTSB went to the area they first noticed the airplane.

He provided a phone number of [REDACTED] and indicated he had worked for Eagle Aviation as a line technician. He also had flown an airplane for a short period of time.

On the date and time of the accident, he was a passenger in the Jeep driven by his mother. They were driving in a northeast direction on Old Barnwell Road, and the radio was not on. Her mother noticed the airplane and he looked to his left and saw what he thought was a stunt plane. The airplane was in a nose-low attitude but it was "dead silent." He noted the airplane pitched up to what he thought was to miss cars on the road and banked to the left. He thought the pilot might be trying to land on the pond. He said the airplane pitched up, "pretty hard" and climbed to approximately 70 feet above ground level, and banked to the left in what he thought was an effort to avoid the tree. The airplane did hit the tree, then rolled inverted and impacted the water. He did not see no smoke or fire trailing the airplane. He was not sure if the propeller was turning, and he could not see the landing gear.

He indicated that if the engine had been operating, he felt he could have heard it. The direction the airplane was travelling as it approached their vehicle was approximately 135 degrees. It was noted there were unmarked powerlines west of the road, and Chris feels that the airplane would have collided with them had he not pitched up. The road at their location runs 045 degrees, then turns to a northerly direction.

The digest was reviewed with him during the interview and he agreed with the content.



RECORD OF CONVERSATION

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Eastern Region

Date: May 27, 2015
Person Contacted: Barry and Ginger Cromer
NTSB Accident Number: ERA15FA221

Narrative:

Mr. and Mrs. Cromer were interviewed at Old Barnwell Road, immediately adjacent to the accident site, on May 25, 2015, at 1305 EDT. They provided a cell phone number of [REDACTED] and an e-mail address for her of [REDACTED]. They provided a home address of [REDACTED] Lexington, SC [REDACTED].

They indicated neither is a pilot, but he indicated his father was a mechanic for Eastern Air Lines, and they did not personally know the pilot.

On the date and time of the accident, he was driving with his wife on Old Barnwell Road in a northeasterly direction with the windows up, no radio, and the air conditioning on low. He saw a shadow pass over the car that he knew was from a low flying airplane. The airplane was west of their position. He hit the brakes and peered to his right and noted the airplane was in a slight left bank in a nose level attitude. He feels the bottom of the fuselage impacted the tree with the tail. Ginger noted the pine tree shaking and saw limbs falling to the ground, followed by a big splash of water. He then saw a big splash in the middle of the pond. He went ahead a little bit and turned around in the road, and walked to the area, and then stayed about 1 hour. Neither could recall anything regarding the landing gear or propeller. Neither saw the airplane when it was west of the road, and they indicated at that time it was not heavily travelled, making the statement that he was able to turn around in the road. She called 911 to report the accident. He did not see what the airplane did after impacting the tree.

He indicated that he did not hear any noise, and, "that was odd to me." He described the weather as being clear, and did not see any smoke trailing the airplane. With respect to the windows being up and the air conditioning being on, he feels that if the engine had been running, he feels like he could have heard it.

Their estimated location when they saw the airplane was at 33 degrees 56.864 minutes North latitude and 081 degrees 09.812 minutes West longitude.

The digest was reviewed with them during the interview and both agreed with the content.



RECORD OF CONVERSATION

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Sr. Air Safety Investigator
Eastern Region

Date: June 22, 2015
Person Contacted: Jim Bird
NTSB Accident Number: ERA15FA221

Narrative:

Mr. Jim Bird, the V.P. Air Operations of Wiggins Airways, Inc., was contacted by phone on June 2, 2015, at 1542 EDT. He was called at [REDACTED]

He was contacted to provide information regarding the airplane (N119WA) that was fueled from the same source just before the accident airplane. He confirmed that N119WA, an Embraer EMB-110P1 was fueled that day and the fuel ticket 54792323 indicates 255 gallons of Jet A were added on May 23, 2015.

After fueling, the airplane flew from CAE to ARW, or about a 30 minute flight, and then from ARW to HXD, or about a 15 minute flight. There were no reports of fuel related issues. On May 25, 2015, the airplane flew from HXD to ARW, to CRS, GSP, and CAE, some of these flights were on the fuel load supplied at CAE on May 23, 2015. Again, there were no reports of fuel related issues.

The digest was reviewed with him during the call and he agreed with the content.