



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: January 8, 2013
Person Contacted: Chris Conway
NTSB Accident Number: ERA13FA088

Narrative:

Mr. Chris Conway was interviewed at the accident site on December 18, 2012, at 0820 EST. He provided a cell phone number of [REDACTED].

He stated that he is a Lt. with the Parkton Volunteer Fire Department, and was the first 1st responder on scene. He reported that the volunteer FD was called about 1540 to respond to a report of a downed airplane at Parkton Tobermory Road and Balance Farm Road. Chief Jacobs went to Balance Farm Road and McMillian Siding Road but did not spot the wreckage. Chris came down Parkton Tobermory Road, and saw smoke when he was at [REDACTED]. He drove to Balance Farm Road and turned around. He saw a dirt road next to the house and drove close to the airplane then got out his hand held fire extinguisher. When he arrived the fire was by the engine impact area, and he noted a body near the engine. He estimated that he first arrived on-scene at 1600.

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



RECORD OF CONVERSATION

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Date: January 8, 2013
Person Contacted: Steve Barbirei
NTSB Accident Number: ERA13FA088

Narrative:

Mr. Barbirei was contacted by phone on December 27, 2012, at 1046 EST. He was called at (██████████). He also provided a fax number of (██████████).

He stated that he works at Pelican Aviation which is located at the DYB Airport. He confirmed the DYB airport is an uncontrolled airport.

He stated that Mr. William Bell who is a line-guy with their FBO saw the accident pilot land at DYB and he recalled that the pilot landed hot and long. After landing the pilot taxied to their FBO and their only 100LL fuel truck fueled the accident airplane (N5714W). The airplane was fueled on December 16, 2012; a total of 24.1 gallons 100LL fuel were added.

Mr. Barbirei stated that their FBO does a white bucket test daily, and they have had no complaints related to the quality of their fuel. He stated that a Phillips 66 employee inspected their facility on December 11th or 12th, and they were scored 100 percent. The inspection included a check of the filter and nozzle screens. He also stated that their truck does have water absorbing filter installed.

With respect to the time on the fuel receipt, he advised that it is incorrect. The receipt shows the fuel was paid for at 1404:09, which was about 45 minutes off. The receipt was paid within 10 minutes of fueling.

He stated that they have a laptop computer at their FBO with internet access, and also, there is a computer next door in the new terminal building that a pilot can access weather with a separate computer.

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



RECORD OF CONVERSATION

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Sr. Air Safety Investigator
Eastern Region

Date: January 10, 2013
Person Contacted: William E. "Eddie" Bell, Jr.
NTSB Accident Number: ERA13FA088

Narrative:

Mr. William E. "Eddie" Bell, Jr., was contacted by phone on December 27, 2012, at 1352 EST. He was called at [REDACTED]. He also provided an e-mail address of [REDACTED].

He stated that he is employee of Pelican Aviation which is located at the DYB Airport. He has worked on and off for the FBO since 1993. He works part time and also on weekends.

He stated that he is an airframe and powerplant mechanic and a commercial pilot with airplane multi-engine land rating that is limited to VFR only, and also a private pilot with airplane single engine land rating.

He stated that N5714W landed at DYB on December 16, 2012, sometime after lunch. He was the person who fueled N5714W on December 16, 2012, at DYB Airport. During the fueling the pilot was with him, and his instructions were to leave the fuel down about 1 inch from the top. During fueling he added 13.0 gallons of fuel to the left tank bringing the fuel level to about 1 inch from the top, then he went to the right fuel tank and fueled it also bringing the fuel level to within 1 inch from the top.

He was asked if he had met the pilot before and he stated that day was the first time that he had met him. While he was at the airplane fueling it, the pilot told him he was flying to KFAY Airport, and the pilot asked him if their FBO had a computer to look up weather radar. Eddie told him that they had a computer with weather access.

While working on the fuel receipt, the pilot checked their computer and the pilot mentioned with no prompting from him that the minimums at KFAY was at 500 feet, and Eddie advised him that you don't have to go all the way, and there were plenty of airports between DYB and FAY.

He stated that the pilot went to the airplane and got a laptop computer which was in a black case, then stayed in the terminal building.

Mr. Bell, Jr., was asked if the pilot mentioned any problems associated with the airplane and he reported he did not. He did however tell Eddie it was windy.

After the pilot had landed at DYB, Eddie visually checked the brakes of N5714W on his own accord looking for flat spotting because of his landing at DYB. During that landing the pilot “dragged the brakes.” He (Eddie) did not see any flat spotting, but did note that the tires looked uneven.

The digest was e-mailed to him for review on January 8, 2013, at 0923 EST. He replied on January 9, 2013, at 1340 EST with, “Mr Monville

The statement you have sent me is correct and does not need any changes. If you need anything else let me know.

Eddie Bell”



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 14, 2013
Person Contacted: Sandrah Lowry
NTSB Accident Number: ERA13FA088

Narrative:

Ms. Sandrah Lowry was contacted by phone on January 7, 2013, at 1715 EST. She was called at (██████████). She was asked if she had an e-mail address but she advised that she did not get on a computer too much.

She stated that she is not a pilot, but as a child may have flown in a general aviation airplane in a ride.

She stated that on December 16, 2012, she was outside in her back yard of her house which is located at ██████████ Pembroke, North Carolina. She later stated in the conversation that her house is located about 30 miles south of KFAY Airport.

It had been raining earlier in the day, and she had friends there who were on a motorcycle and they were going towards Summerville, but wanted to wait for the rain to stop. She stated that she is 51 years old and familiar with crop dusters, and while outside with a friend she heard a low flying airplane. The person that was with her stated that the airplane was not low. To her, it sounded as if the engine was sputtering. She and her friend then saw the airplane flying in a northerly direction and then it turned 180 degrees, followed by another 180 degree turn. Following the 2nd 180 degree turn she listened for the sound of a crash or sirens and heard none. She was asked the color of the airplane and she reported white with blue streaks. She also stated that she did not observe any smoke or fire trailing the airplane which the first time she saw it was flying in a northerly direction. Her friend on the motorcycle pulled out of her yard about 1535.

The Tuesday after the crash she saw a newspaper and read about the airplane accident and felt inclined to pass along the information she had.

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



RECORD OF CONVERSATION

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Eastern Region

Date: January 10, 2013
Person Contacted: Rebecca Temple
NTSB Accident Number: ERA13FA088

Narrative:

Ms. Temple was contacted by phone on January 10, 2013, at 1054 EST. She was called at her cellular phone of [REDACTED], and left a voice mail message. On the same day at 1100 EST, she returned the call. She also provided an e-mail address of [REDACTED]

She stated that in the afternoon of December 16, 2012, she was in her living room of her house which faces northeast. Her house address is [REDACTED] Fayetteville, NC [REDACTED]. She stated that at the time the house windows were closed. She also stated during the conversation that she was not accustomed to hearing an airplane fly that low.

She was with a friend and the first thing that caught her attention was hearing a sputtering sound consistent with an engine running out of fuel. She then heard a sound getting louder consistent with the airplane flying lower. She thought the airplane was going to hit her house. She then heard the engine "caught and rev up." She went to her sliding glass door of her place and looked outside. She saw the white/silver colored airplane just above the tops of a 200 foot tall pine tree flying in a southwest direction towards Raeford Road, circling as if it were flying towards KFAV. She stated that when she first viewed the airplane it was climbing. She estimated that she saw the airplane for 2 minutes, and lost sight of it when it flew past nearby trees. She then became distracted by other duties. She was asked if she saw any smoke trailing the airplane and she advised she had not. She was also asked about the weather conditions at the time and she stated it was not raining, but it was windy. She also stated that the clouds were medium height, not low and not high.

Some time later she saw a news report of the airplane accident and felt compelled to speak with someone about what she had seen and heard.

After the interview was completed, her address was identified on Google Earth and determined to be located 8.48 nautical miles and 321 degrees from the center of KFAY Airport.

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