



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 14, 2014
Person Contacted: Robin Taylor
NTSB Accident Number: ERA14FA120

Narrative:

Mr. Robin Taylor was interviewed at his home on February 17, 2014, at 1630 EST. His house address is [REDACTED] Trussville, Alabama, which correlates to [REDACTED] degrees [REDACTED] minutes North latitude and [REDACTED] degrees [REDACTED] minutes West longitude.

He stated that on February 14, 2014, sometime after 2200, he and his wife were inside their house watching the Olympics. He stated that it had been raining about 2 hours earlier but it was not raining at the time. He stated that he and his wife (Rhonda) heard a sound associated with an airplane. By the sound they thought it was low. He went out onto their porch and heard the airplane flying what he thought was 250 degree heading. The engine sounded normal and constant, and there was no sputtering. The sound faded, and he heard a thump, then nothing more; there was no explosion. He did not see any lights and was not sure what happened. He confirmed it was not raining at that time at his location, and was not sure if it was cloudy or overcast. He did not recall if it was windy at that time. He estimated that he heard the sound for 30 seconds, and reported that he never saw the airplane. He stated that he has lived at that location since 1993, and is familiar with hearing airplanes fly.

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



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 29, 2014
Person Contacted: Cindy Burson
NTSB Accident Number: ERA14FA120

Narrative:

Mrs. Cindy Burson was interviewed at her home on February 17, 2014, at 1717 EST. Her house is located at [REDACTED] Pinson, Alabama [REDACTED]. She provided a home phone number [REDACTED] and an e-mail address of [REDACTED].

She stated that she and her husband were inside their house, and she heard an engine making a sputtering sound as if it were not getting fuel or there was water in the fuel. She reported that the engine "cut off totally and then restarted." By sound the airplane was heading 220 degrees, and turned left while over her house; the sputtering continued during the turn. She reported that by sound the airplane was low but she never saw it. She estimated that the entire time she heard the airplane was approximately 3 to 5 minutes, and after that did not hear any more sound associated with an airplane. She was not sure if it was raining at the time, and reported the wind had been blowing. She has lived in the house 6 years and airplanes do fly frequently over her house.

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



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 29, 2014
Person Contacted: Anthony Bourne
NTSB Accident Number: ERA14FA120

Narrative:

Mr. Anthony Bourne was contacted by phone on February 17, 2014, at 2120 EST. He was called at [REDACTED]

He provided an e-mail address of: [REDACTED] and stated he is an Organ Recovery Coordinator with the non-profit organization Mississippi Organ Recovery Agency (MORA), and he is located near Hattiesburg, Mississippi.

With respect to organ transplant, they do a search of the organ donor's medical history, and test blood for patients with high risk as determined by the Centers for Disease Control and Prevention (CDC).

With respect to blood, with a facility (hospital) on the coast, they send blood to University of Mississippi Medical Center located in Jackson, Mississippi, and do so using Southern Seaplane, Inc.

With respect to the accident flight, two vials of blood were intended on being transported first via airplane from Stennis International Airport (HSA), Bay St Louis, Mississippi, to Birmingham-Shuttlesworth International Airport (BHM), Birmingham, Alabama. From there, the vials of blood would be delivered via ground courier to The University of Alabama at Birmingham (UAB), where the blood was intended to undergo nucleic acid amplification test (NAT) for HIV, and hepatitis B and C. The two vials of blood destined for BHM were from a brain-dead patient being kept alive for organ transplant purposes.

The pilot was then to transport a toxicology box from BHM to Jackson-Medgar Wiley Evers International Airport (JAN), Jackson, Mississippi, where it would be delivered via ground courier to the University of Mississippi Medical Center, Jackson Mississippi.

On February 14, 2014, between 1630 to 1700 CST, Anthony Bourne personally contacted the office of Southern Seaplane, Inc., and spoke with a male, asking if they could transport blood specimens from HSA to BHM, and then a toxicology box to JAN. The individual said yes.

The blood was drawn from a patient at the Hancock Medical Center located in Bay St. Louis, Mississippi, and transported via courier to HSA by a woman who met the pilot and gave him the specimens.

Anthony Bourne advised personally spoke with the pilot several times that day. The first time was at approximately 1815 CST, which was after the pilot landed at HSA and was on the ground and had picked up the specimens. At that time the pilot advised him that the weather was bad in Birmingham, Alabama, and he was unable to proceed there first. Because of the weather at Birmingham, and because the pilot also had to deliver a toxicology box to Jackson, Mississippi, he (Anthony Bourne) advise the pilot it was okay to proceed first to Jackson, Mississippi, which the pilot said okay.

At 1925 CST, the pilot called him and told him he was at Magee, Mississippi, actually at Magee Municipal Airport (17M), and advised him that he was unable to proceed to Jackson, Mississippi, because of weather, and was waiting there. The pilot also advised him that he would let him know when he was in Jackson, Mississippi. Anthony Bourne reported that the pilot landed at JAN at 2050 CST, and at 2058 CST, the pilot advised him he was departing JAN for BHM, because the weather looked like it had cleared up. This was the last communication he had with the pilot.

Mr. Bourne advised that the vials of blood were not in a cooler, and MORA owns the blood specimen. He also stated that he had never met the pilot before.

After the accident, they (MORA) chartered another airplane to fly another sample from the same patient to UAB for NAT testing. The results were negative for HIV and hepatitis B, but were positive for hepatitis C.

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



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Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 29, 2014
Person Contacted: Anthony Bourne
NTSB Accident Number: ERA14FA120

Narrative:

Mr. Anthony Bourne was contacted by phone on February 18, 2014, at 0925 EST. He was called at [REDACTED]

He confirmed that the pilot was flying to Birmingham-Shuttlesworth International Airport (BHM), Birmingham, Alabama, to drop off two vials of blood, and also had specimens to drop off at Jackson-Medgar Wiley Evers International Airport (JAN), Jackson, Mississippi, which was actually done first.

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



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 29, 2014
Person Contacted: Vicky Shoemake
NTSB Accident Number: ERA14FA120

Narrative:

Ms. Shoemake was contacted by phone on February 18, 2014 at 1042 EST. She was called at her cellular phone number of [REDACTED]

She indicated that she is not a pilot, and has no aircraft experience. She is a family care specialist with the Mississippi Organ Recovery Agency (MORA) and provided an e-mail address of [REDACTED]. On February 14, 2014, she was at the Hancock Medical Center located in Bay St. Louis Mississippi, and was tasked with delivering a toxicology box and a biohazard bag with blood to a pilot at Stennis International Airport (HSA), Bay St. Louis, Mississippi. The toxicology box was destined for Jackson-Medgar Wiley Evers International Airport (JAN), Jackson, Mississippi, and the biohazard bag with blood was destined for Birmingham-Shuttlesworth International Airport (BHM), Birmingham, Alabama.

She arrived at Stennis International Airport (HSA), Bay St. Louis, Mississippi, at 1807 CST, and went to the Million Air fixed based operator (Million Air FBO) about 1815 CST. When she arrived she noticed a male and female were inside the FBO, but she did not know the pilot; therefore, she went to the front counter and told the person she was there to see Allan. The pilot heard her and came up to her and informed her he was Allan. She informed him she was from MORA, and showed and informed him the toxicology box with blood specimens was destined for (JAN) first, and a bag with the 2 vials of blood was destined for (BHM). She asked him his estimated time of arrival (ETA) and he said about 1 hour 15 minutes for Jackson after takeoff and 1 hour 30 minutes from JAN to BHM, but those times depended on the weather. He estimated that the arrival time at JAN would be 2045 and the estimated arrival time at BHM would be 2230 to 2300, again telling her that was depending on the weather. She touched him on his arm and said "whatever it takes to be safe." She asked him about the tail number of the airplane, and was informed, N732EJ.

The pilot and his wife went into the restroom while she waited by the specimens. The pilot came out of the bathroom first and went into a room with windows and computers. He was in there for 5 to 7 minutes; she believed the room to be where he checked "radar, weather update." She indicated that the pilot told her about the possible delays even before going into the weather room.

The pilot's wife came out of the restroom and asked her where her husband was located. She pointed her to the room, and the pilot's wife went inside there. Both came out of the room and came to her and picked up the specimens. He told her that there may be delays because of weather. She told him to be careful and went to her car, where she texted Anthony Bourne of MORA and advised him of the ETA's at JAN and BHM. She was in her car when the flight began to taxi, and estimated that the flight departed at 1827 CST. After the flight departed, Vicki Shoemake went to Hancock Medical Center located in Bay St. Louis, MS, and while there told Anthony Bourne the ETA times the pilot gave may not have been correct.

She was asked if she knew the pilot and she said no. She also said that he did not mention anything related to physical, just about possible delays due to weather. She did not see either occupant get into the airplane. She reported his height vs. weight appeared normal.

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



RECORD OF CONVERSATION

**Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region**

**Date: December 29, 2014
Person Contacted: Anthony Bourne
NTSB Accident Number: ERA14FA120**

Narrative:

Mr. Anthony Bourne contacted NTSB by phone on February 18, 2014, at 1332 EST.

He confirmed that a courier would pick up the 2 vials of blood specimens.

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



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 29, 2014
Person Contacted: Tesha Ezell
NTSB Accident Number: ERA14FA120

Narrative:

Ms. Tesha Ezell was contacted by phone on February 18, 2014, at 1408 EST. she was called at her cellular phone number of [REDACTED]

She provided an e-mail address of [REDACTED] and stated she is not a pilot. She is an Organ Placement/Profusionist Coordinator with Mississippi Organ Recovery Agency (MORA).

She was tasked with picking up the toxicology box of blood specimens at Jackson-Medgar Wiley Evers International Airport (JAN), Jackson, Mississippi. She was initially told the flight would be arriving at JAN at 1845, but was told the arrival would be delayed. She arrived at JAN between 2015 to 2020, and went to Atlantic Aviation fixed base operator (FBO). She noted that the pilot landed at 2050; she verified the airplane by N#. The pilot came inside the FBO by himself, and apologized several times for the delay. He turned over the toxicology box of specimens to her, and told her he had to land at Magee, MS. She asked him if he was going to Birmingham-Shuttlesworth International Airport (BHM), Birmingham, Alabama, and he said yes, if the weather cooperated. When she was walking out of the FBO, the pilot walked to the desk of the FBO to talk with the person behind the counter.

By text message at 2055, she left the airport, and at that time the aircraft was still there.

She stated that she had never met the pilot before, and she stated that he appeared anxious, and he repeated the apology for being late. She attributed his behavior because he was late and not because of the weather.

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



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 14, 2014
Person Contacted: Kevin Carlisle
NTSB Accident Number: ERA14FA120

Narrative:

Mr. Kevin Carlisle, Airport Operations Manager of Stennis International Airport (KHSA), Bay St Louis, Mississippi, was previously contacted by NTSB and asked if he could determine the inbound and outbound times of N732EJ for February 14, 2014.

He contacted NTSB on February 20, 2014, at 1253 EST. He called from [REDACTED] and left a voice mail message on the NTSB phone stating that the tower tapes were checked and on February 14, 2014, the airplane arrived at HSA at 1804 and departed HSA at 1835.

He further stated that Million Air employee Mr. Collard was on duty for that fixed base operator (FBO) on that date and times, and provided a phone number of [REDACTED]

The digest was typed as left on a voice mail message.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 3, 2014
Person Contacted: Ronald Wayne Warren
NTSB Accident Number: ERA14FA120

Narrative:

Mr. Ronald Wayne Warren was contacted by phone on February 27, 2014, at 1302 EST, and left a voice mail message on his cell phone of [REDACTED]. He returned the call on February 28, 2014, at 1444 EST, but because of NTSB schedule, was informed I would call him on Monday, March 3, 2014. I called him on March 3, 2014, at 1124 EST. The call was made to the same phone number.

He provided an e-mail address of [REDACTED] and stated that he is a CFII ASE, and has between 5,000 and 5,500 hours TT, with between 1,200 and 1,300 as a CFI. He stated that he first met Joseph Allan Campbell in 2007, when he began giving him his first flight instruction for his private pilot certificate. He mentioned that his workload was too heavy, so he did not finish the training with him, rather he had another CFI finish the training and sign him off for his private pilot certification. He was asked if he knew him personally, and stated that he has since they met in 2007, which included nearly daily phone calls to or from each other. He also would have lunch with him when he was in town, and stated that he and his wife were from Florence, Mississippi, which is about 10 to 15 minutes South of Jackson, Mississippi. Mr. Campbell and his wife were married in December 2012.

Mr. Warren mentioned that he gave Mr. Campbell an instrument proficiency check (IPC) on October 27, 2013. The IPC was flown in a Cessna 210L, N7151W, and was flown from HKS, to BHM, to 87I, to HKS. The total flight duration was 3.7 hours, and the remarks section of his logbook indicate they did 3 approaches. They did a GPS Runway 18 Approach at BHM, a GPS Runway 17 Approach to 87I, and an instrument landing system (ILS) Runway 16 Approach at HKS. Of the 3.7 hours, 2.0 hours were in actual instrument conditions. During the IPC Mr. Campbell demonstrated navigation using the VOR, and also unusual attitudes, circle to land, holding, and emergency procedures. He did not recall any issues with his pilot abilities, and was asked if he remembered having Mr. Campbell execute partial panel, he did not recall. He relayed

that Mr. Campbell did an, “excellent job on the IPC.” He also mentioned that N7151W has an autopilot installed; however, he insisted Mr. Campbell hand fly the airplane the entire flight. Mr. Warren relayed that he “really worked him out good that day” during the IPC flight, and when asked if he recalled if any approaches were made in actual instrument conditions he said he could not recall. He also mentioned that the landing at HKS was close to perfect.

Sometime during the middle of the week of February 3, 2014, he last saw Mr. Campbell. He was asked how he appeared and he said he was in excellent shape. Mr. Warren said Mr. Campbell was not a runner but was a hard worker and did not smoke. He guessed his height was 72 inches and he weighed 200 to 210 pounds, describing him as “fit.”

Mr. Warren was asked to relay how the media got ahold of him and he stated that someone called to the John Bell Williams Airport (JVW) located in Raymond, Mississippi, and the airport manager whom he knows gave the media person his name and phone number.

Mr. Warren relayed that he drilled it into Mr. Campbell the concept, “fly the plane, fly the plane.”

February 14, 2014 -

Mr. Warren stated that on February 14, 2014, he was flying for a company and his phone rang at 1944 CST. The phone call was from Mr. Campbell, who started the phone call by having him guess where he was located. Mr. Warren said he did not know, and Mr. Campbell said he was at Magee, Mississippi, or at 17M. Mr. Warren asked him why he was there, and he replied that he was in a Cessna 210 making a blood run. Mr. Warren asked him why 17M, and he stated that he was waiting for thunderstorms to clear. While on the phone Mr. Warren himself checked the weather and noted a thin line of thunderstorms and knew why he had landed at 17M. Mr. Campbell said he would wait at 17M until the thunderstorms were clear, and Mr. Warren checked the METARS at BHM and the METARS and TAF at JAN. For JAN the METARS indicated the ceiling was at 4,000 feet, and for BHM, the METARS indicated the ceiling was between 3,500 or 4,000 feet at the time he checked it, and the TAF indicated the ceiling would be dropping to 1,500 feet and wind gusts around 29 or 30 knots possibly higher were noted. Mr. Warren told Mr. Campbell if he was making the trip it will be a rough ride, but he did not recall Mr. Campbell saying he would check the weather at JAN, but Mr. Warren indicated a pilot would check the weather at JAN. Mr. Warren told him that based on the wind, to expect to do an ILS Runway 24 Approach to BHM. Mr. Warren was asked if Mr. Campbell had mentioned anything to him during the phone call related to his health, or physical issues. He did not, reporting that Mr. Campbell sounded “upbeat.” Mr. Campbell did not mention anything about having his wife fly with him that day, nor did he express any apprehension about the upcoming flight(s). Based on Mr. Campbell’s performance during the last IPC, he (Mr. Warren) was confident in his instrument skill, and thought he was comfortable making a go, no-go decision. The conversation ended.

At 2345, he sent a text message to Mr. Campbell, but he did not reply.

February 15, 2014 -

Mr. Warren checked his phone to see if there was a reply from Mr. Campbell but there was not. He thought because he must have landed late he did not have a chance to reply to his text message. Later that day while flying with a friend in a Cessna 310, he began receiving several text messages regarding the accident.

At the end of the conversation Mr. Warren asked if we had found/inspected the engine-driven vacuum pump because in his mind there must have been some sort of malfunction because the way the airplane turned at the end of the flight.

The digest was e-mailed to him for his review on March 3, 2014, about 1330 EST. He replied the same day at 1351 EST, with, "Mr. Monville, I have read the draft of your notes and they appear to be accurate on all accounts except for the statement about the ceilings at BHM based on the METAR. I believe it said something like 3,500' or 4,000' at the time I looked at it, on the evening of February 14, 2014, but it could have been more or less. The airport in question about the news reporter calling in order to get my phone number is JWV, John Bell Williams Airport in Raymond, MS. If you have any questions, please feel free to call me. Thanks! Ronny Warren"

The comments were incorporated into the narrative.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 4, 2014
Person Contacted: Sammy W. Whatley
NTSB Accident Number: ERA14FA120

Narrative:

Mr. Whatley was contacted by phone on March 4, 2014, at 1245 EST. He was called at his cell phone number of [REDACTED]

He provided an e-mail address of [REDACTED] and stated that he is a designated pilot examiner (DPE) and has been so for 40 years. The DPE is associated with the Baton Rouge, LA, FSDO.

He stated that on February 14, 2014, he gave the accident pilot a checkride in a Cessna 185F, N522SS, equipped with straight floats, for an add-on rating to his commercial pilot certificate. He was at the Hilltop Inn Restaurant, located near Diverson Canal. While there, the Cessna 185 was landed on the canal and docked at the restaurant. Mr. Lyle Panepinto was with the accident pilot in the airplane when it landed about 1330.

While at the restaurant he gave the pilot some of the oral portion, but also gave him some of the oral portion during the flight. At some point during the conversation the pilot mentioned that he had been driving 18 wheelers for 20 years, and was excited to begin his first flying job. Also during the oral portion he noticed the pilot was missing 4 fingers on his left hand and he checked the pilot's Statement of Demonstrated Ability (SODA) for that condition. He was asked to describe the pilot and he reported he was between 6 feet 0 inches and 6 feet 3 inches, and weighed 215 pounds. He also relayed that the pilot reported losing the 4 fingers in a forklift accident.

Mr. Whatley said that the checkride was his first with the accident pilot, and reported that the flight portion lasted about 1 hour 18 minutes. As part of the flight portion he had the pilot fly to a lake at the end of the canal and told him to circle and to advise where the wind was from. The pilot did as instructed but told the DPE that he would be unable to land on the lake because of the

water condition (white caps). The pilot landed on the lake closer to shore and no discrepancies were noted. He reported that the accident pilot used a Quick checklist, and was noted to have 10.5 hours dual instruction in the airplane before the checkride. After the flight portion of the checkride had ended the pilot landed on the canal next to the restaurant where Lyle Panepinto assisted in securing the airplane; the pilot had no issues docking the airplane, and he passed the oral and flight portion of the checkride that was conducted strictly in accordance with the practical test standard (PTS). No simulated instrument time was done during the flight portion; the entire flight was conducted in VFR conditions. He reported that the pilot did “real well.”

At one point during the flight the accident pilot asked him what he should be doing as a seaplane pilot knowing it would be some time before he would be flying a seaplane in 14 CFR Part 135 Operations. The DPE told the pilot that in seaplane operations sometimes the passengers being flown have a lot of hours and expect a pilot to be seasoned and able to make command decisions.

The digest was e-mailed to him for review on March 4, 2014, about 1343 EST. He responded the same day at 1414 EST with, “MR. MONVILLE, NO CHANGES NEED TO BE MADE. SAM W. WHATLEY”



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 29, 2014
Person Contacted: Joe Campbell
NTSB Accident Number: ERA14FA120

Narrative:

Mr. Joseph Campbell was contacted by phone on March 14, 2014, at 1527 EDT. He was called at [REDACTED] and left a voicemail message.

He returned the call the same day at 1631 EDT, and provided an e-mail address of:
[REDACTED]

He stated that he was the pilot's father, and he is not a pilot. His son had two children from a previous marriage who were 16 and 18 years old living with their biological mother. He and his son's current wife did not have any children together, although she had 2 children from her previous marriage; the children are 24 and 26 years old. His son lived 15 miles away from him, and had never expressed any concern to him about Southern Seaplane, Inc. He last saw his son the weekend before the accident to celebrate a 50th anniversary. He indicated that his son went to either Arizona or New Mexico for flight training.

He reported that his son loved life, was on good health, and did not smoke. His son was 6 feet tall and weighed 210 pounds. His son loved flying, and was "very fond" of Lyle Panepinto (Director of Operations for Southern Seaplane, Inc.).

He stated that his son had 20 years of experience as a truck driver, and took a leave of absence from that company. His son previously worked for Lyle Panepinto performing flying checks five days a week from Jackson, Mississippi, to Little Rock Arkansas.

His son's current schedule consisted of one week on duty followed by a week off duty.

With respect to his son's skill as a pilot, he relayed a story about the time his son was flying checks from Little Rock, Arkansas, to Jackson, Mississippi, and encountered a thunderstorm

with rain. The alternator failed which his son noticed and secured all electrical to conserve battery power. His son utilized a portable global positioning system (GPS) receiver and being familiar with the Yazoo City, spotted Highway 49, put the radio on and called Hawkins Field Airport (HKS) air traffic control tower, and advised he was inbound. The controller asked if he needed any equipment to which he replied he did not if the runway was cleared. He pumped the landing gear down, and could tell the main landing gear were extended, but could not tell if the nose landing gear was extended. His son said after touchdown when he didn't feel the nose landing gear collapse, he was happy. His son landed at HKS uneventfully.

He indicated his first concern was flying downwind, and his second concern was why his son was flying at tree top height.

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