

TO: FAA TIM MCLANE & CJ LAND  
 FR: FRED BURNS  
 RE: N35 EP DILLARD POWELL

I FIRST SPOKE TO DILLARD POWELL JUNE 3 @ 12:12 PM HE WANTED KEVIN DAWSON TO DO A CONDITION INSPECTION ON HIS PIPER SPORT N35EP AND WANTED TO KNOW IF HE COULD BRING THE PLANE TO TOPSAIL AIRPARK OI-NC HE SAID HE HAD GOTTEN KEVIN'S PHONE # FROM THE PEOPLE @ SANFORD AIRPORT. DILLARD SAID THAT THE PLANE WAS AT ALBERT ELLIS AIRPORT IN JACKSONVILLE NC AND THAT THE INSPECTION HAD RAN OUT IN DEC. AND HE HAD BEEN SICK AND IN THE HOSPITAL AND NOT ABLE TO GET IT DONE. HE SPOKE TO THE FBO AT JACKSONVILLE CORY CRUISE AND HE DID NOT HAVE EXPERIENCE ON ROTAX ENGINES BUT HE DID NOT WANT ANYONE ELSE DOING WORK @ HIS FBO. DILLARD SAID THAT HE HAD A 182 HE USED TO KEEP @ TOPSAIL AIRPARK AND KNEW JOHN YOUNG THE OWNER. I TOLD HIM THAT IT WOULD BE ALRIGHT WITH ME IF IT WAS ALRIGHT WITH JOHN YOUNG. DILLARD CALLED ME AGAIN ON JUNE 9 @ 4:14 PM AND SAID HE HAD BEEN TO TOPSAIL AIRPARK AND TALKED TO JOHN YOUNG AND THERE WOULD NOT BE A PROBLEM FOR KEVIN DAWSON DOING THE INSPECTION @ OI-NC

KEVIN DAWSON AND DILLARD POWELL MADE PLANS TO GET THE FERRY PERMIT TO

GET N35EP TO OI-NC, KEVIN GOT

THE FERRY PERMIT ON JUNE 19 AND (NOT SURE OF DATE) DILLARD FLEW THE PLANE TO OI-NC.

ON JUNE 20 @ 706AM KEVIN DAWSON

AND I WENT TO TASAIR AIRPARK NGOI

TO DO THE INSPECTION ON DILLARD POWELL

AIRPLANE, I DROVE KEVIN IN MY TRUCK

AND DILLARD DROVE HIMSELF AND WE

STARTED ABOUT 830. KEVIN TOOK THE

COULING OUT THE PLANE AFTER DILLARD

TRAYIED FROM THE TIE DOWN AREA TO

IN FRONT OF MY HAWKER ON THE

CONCRETE, DILLARD SAID THAT HE HAD

PAT OIL IN THE WATER FILTER ON

TOP OF THE ENGINE BECAUSE IT

LOOKED LOW. KEVIN SHOWED DILLARD THE

PROPER WAY TO BURN THE ROTAX AIRCRAFT

ENGINE BEFORE CHECKING THE OIL THE

ROTAX 912 ENGINE HAS A DRY SUMP

THIS GETS THE OIL FROM THE BOTTOM

OF THE CRANKCASE TO THE OIL TANK.

DILLARD WAS UPSET THAT HE HAD ADDED

OIL TO THE WATER. THE ENGINE OIL

ONLY HAD 23 HOURS AND DILLARD INSTRUCTED

KEVIN NOT TO CHANGE THE OIL AS IT

HAD ANOTHER 25 HOURS TO 50 HOURS REMAINING

OIL CHANGE. I SAVED SAMPLES OF THE WATER

AND OIL MIXTURE & TOOK PICTURES OF

THE WATER OVERFLOW BOTTLE THAT HAD

SLUDGE BUILD UP FROM ADDING THE OIL

TO THE WATER. DILLARD AND I NOTICED THAT THE BUSHINGS HOLDING THE RADIATOR ON THE ENGINE WERE CRACKED AND BROKEN (1) WAS COMPLETELY BROKEN & (3) WERE CRACKED. KEVIN PULLED THE RADIATOR OFF AND DILLARD AND I STARTED TO GO TO THE AUTO ZONE FOR ANTIFREEZE AND RADIATOR FLUSH AND BUSHINGS FOR THE RADIATOR THIS WAS AROUND 11:30 AM DILLARD SAID THAT HE WAS NOT FEELING WELL AND HIS WIFE HAD PLANNED A MEAL FOR SOME FRIENDS AND HE NEEDED TO GO HOME. DILLARD SAID THAT HE WOULD PLAN TO RETURN LATER. I WENT TO AUTO ZONE AND GOT ANTIFREEZE AND RADIATOR CLEANER. KEVIN RAN FRESH WATER THROUGH THE RADIATOR AND RADIATOR CLEAN OUT THROUGH THE BLOCK AND PULVED THE OVER FLOW RESERVOIR AND CLEANED IT I TOOK PICTURES AND KEPT A SAMPLE OF THE WATER TO SHOW DILLARD. KEVIN PULLED THE PLUGS THEY NEEDED CLEANING, KEVIN CALLED DILLARD THE PLUGS WERE ONLY \$2.85/PLUG HE SAID BUY NEW ONES WE LEFT TO BUY THE PLUGS @ ADVANCE AUTO PARTS IN SWEADS FERRY NC AROUND 2 PM AFTER LUNCH I WAS NOT FEELING WELL I TOLD KEVIN TO TAKE ME HOME AND HE COULD USE MY TRUCK TO GO BACK TO THE AIRPORT. KEVIN RETURNED HOME @ 830 PM THIS COMPLETED DAY ONE (1)

DAY 2 STARTED OUT ABOUT 630 AM

SUNDAY JUNE 21. KEVIN HAD TURNED THE AIR PLAN AROUND AND TIED IT DOWN SO WHEN WE ARRIVED HE SAID THAT HE HAD COMPLETED EVERYTHING ON THE CHECK LIST EXCEPT FOR PULLING THE INSPECTION PLATES ON THE AIRFRAME. DILLARD ARRIVED ABOUT 1030 AM HE AND I SAT IN MY HANGER AND HAD A BOTTLE OF WATER AND TALKED WHILE KEVIN FINISHED UP THE INSPECTION AROUND 200 PM WE LOCKED UP THE HANGER AND WENT HOME. DILLARD WENT HOME ABOUT 1130 AFTER PAYING KEVIN, HE SAID THAT HE WAS GOING HOME & GET SOME REST AND THEN FLY TO ALBERT ELLIS, TO PUT THE COVERS ON THE PLANE AROUND 400 PM. KEVIN TOLD DILLARD THAT WE WOULD NOT LOCK THE GATE. KEVIN GAVE DILLARD THE OLD PLUGS, THE OLD BUSHINGS, GAVE HIM THE SERIAL # & PART # TO ORDER THE BATTERIES FOR THE ELT AS THEY DID NOT NEED REPLACING UNTIL DEC. 2015. KEVIN HEADED BACK TO HIS HOME @ 500 PM AND WAS GOING BACK TO THE HANGER TO LOCK UP. I TOLD KEVIN THAT I WOULD GO LOCK UP FOR HIM TO GO HOME @ 511 PM JOHN YOUNG CALLED ME & SAID PEGGIE POWELL HAD CALLED HIM AND SAID THAT DILLARD HAD NOT SHOWN UP AT ALBERT ELLIS AND HE SHOULD BE THERE SHE SAID THAT DILLARD HAD WALKED AROUND THE GATE TO GET TO THE PLANE AND SHE DID NOT SEE

HIM TAKE OFF. WHEN JOHN CALLED ME HE SAID THAT THE PLANE WAS GONE. I TOLD JOHN THAT I WAS ON MY WAY TO THE AIRPORT, I MEET JOHN YOUNG @ THE FRONT GATE TO THE AIRPORT @ 530 PM I TOLD HIM I WAS GOING TO GO TO BUCK SHOT ROAD TO SEE IF I COULD FIND THE PLANE. PEGGIE POWELL CALLED ME @ 546 FROM ALBERT ELLIS I TOLD HER THAT I WAS CALLING 911. I CALLED 911 & TALKED WITH ONSLOW CO. 911 TOLD THEM MY LOCATION AND GAVE THEM DILLARD POWELL CELL PHONE # & N# 35EP SILVER BLUE & WHITE PIPER SPORT AIRCRAFT THAT WAS 1 1/2 HOURS LATE FOR ALBERT ELLIS THAT HAD DEPARTED FROM OI-NE TOPSAIL AIRPORT AND THAT I WAS ON THE EDGE OF THE HOLLY SHELTER GAME LANDS AND IF HE HAD PROBLEMS THIS MAY BE WHERE HE IS LOCATED. I THEN CALLED ALLEN PAGETT AND ASK HIM IF ~~WOULD~~<sup>WOULD</sup> FLY ME OVER THE AREA TO TRY TO FIND THE PLANE. WE FLEW OVER THE HOLLY SHELTER AREA AND UP TO ALBERT ELLIS WE DID NOT SEE ANY SIGNS OF THE AIRCRAFT WE LANDED @ 830 P.M. AND GAVE ALL OUR INFORMATION TO THE PENDER COUNTY EMS ALONG WITH MY PHONE# AND PEGGIE POWELL CELL #. KEVIN WENT TO ALBERT ELLIS TO BE WITH

PEGGIE AND OFFER TO TAKE HER HOME, I WENT BACK TO THE HOLLY SHELTER AREA @ 730 AM ON 6/22/2015 AND TALKED TO THE HIWAY PATROL THAT SAID THAT THEY FOUND THE PLANE AND NO ONE COULD GO TO THE AREA I GAVE HIM MY PHONE # AND TOLD HIM IF I COULD BE OF ANY HELP CALL ME

[REDACTED]  
FRED J BURNS  
[REDACTED]  
[REDACTED]

SNEADS FERRY, NC, 28460  
6/22/2015

## Gunther Todd

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**From:** Brian White <[REDACTED]>  
**Sent:** Tuesday, June 23, 2015 8:59 AM  
**To:** Gunther Todd  
**Subject:** FW: Powell

Mr. Todd Gunther,

Per your request this is my understanding of the events as they happened Sunday, June 21, 2015. This knowledge was acquired from my conversation with Mrs. Powell and others.

Mr. and Mrs. Powell went to church and out to lunch. Mr Powell dropped Mrs Powell off at their condo and then he went to the Topsail Airport to check on his plane. When he got there the gentleman was there who had finished the annual inspection. Mr Powell paid him for his services and received a receipt.

Mr Powell then decided to go get Mrs. Powell and move the plane back to KOAJ where he had it based. He had told me he didn't like to leave his plane at O1NC because of some vandalism in the pass.

When Mr. and Mrs. Powell got back to the Topsail Airport he found the gate locked and Mr. Powell had to walk to his airplane from the road. I have not walked from the road to where the airplane was but Mrs Powell said it was a "good ways". It was now around 3pm and the temps were in the upper 90s. The humidity was high and there was little or no breeze at all. As you know with the glass canopy it was like a greenhouse inside of the plane. He told Mrs. Powell he would call her when he got to the airplane and was ready to depart. He said it would take her 45 minutes and he would be there in 15 minutes. And he would meet her in the air condition FBO at KOAJ. When she arrived he was not there.

I wanted to bring this to your attention to aid your investigation. Mr. Powell was in good shape for his age and as sharp as a tack, but he may of had a medical problem because of the heat and humidity.

If I can be any help please do not hesitate to contact me.

Thank you,  
Brian White  
[REDACTED]



## RECORD OF CONVERSATION

**Todd Gunther**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: July 1, 2015**  
**Person Contacted: Peggy Valentine Powell (Spouse)**  
**NTSB Accident Number: ERA15FA245**

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Mrs. Powell, was interviewed over the telephone.

According to Mrs. Powell, he had been flying since he was 15 years old. This was his 14<sup>th</sup> airplane and he was in perfect health. He never took any drugs. She had flown "quite a bit with him, and he was very safe." He was going to be 90 years old in August.

The airplane was "Hot with that roof" (Canopy) so he was looking at airplanes with "higher wings," so he was trying to sell the airplane, and had listed it in the "AOA Controller," 6 weeks prior to the accident.

It was hard to find someone to do the annual inspection, so he previously had flown it down to Topsail from Ellis to get it done. The mechanics had worked on it on Saturday. There was oil in the radiator, that they had to flush out, and they found four broken bolts that needed to be replaced.

There had been "break-ins" at Topsail so he did not want to leave the airplane there and wanted to get the airplane back as soon as the work had been done.

When they arrived at Topsail the gate was closed so he had to walk to the airplane about 100 to 200 feet.

After he left Topsail he was going to "bring the airplane home" to Ellis. He called her from the airplane at 1524 and said that he was in the airplane. He told her that it would take him 15 minutes to get to Ellis and that it would take her 45 minutes to get there and that he would meet her in the air conditioned fixed base operator (FBO). When she got there and found he was not there, she knew he was "down."





## RECORD OF CONVERSATION

**Todd Gunther**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: July 2, 2015**  
**Person Contacted: Peggy Valentine Powell (Spouse)**  
**NTSB Accident Number: ERA15FA245**

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Mrs. Powell, was interviewed over the telephone.

According to Mrs. Powell, her husband would leave the canopy up when it was hot until they were ready to depart, and he would sometimes have difficulty closing it, and would have try and close it a few times.

Before the annual inspection was done he had gotten "Shingles," so he had not been flying for a while but, had been running the engine regularly.

He had AFIB. He was on "blood thinners" (Warfarin) and his blood was checked every month. He was also taking Uloric for "Gout," and Atenolol, for "blood pressure." Everything was under control.

He always passed a physical but he bought a "Light Sport," so he did not have to keep getting one.

He had "put the plane on the market," as he was going to be 90 years old, and he thought that he may not be able to get insurance in the future.