



RECORD OF CONVERSATION

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Washington, D.C.

Date: Email correspondence from the following dates: August 9, August 10, August 22, and November 29, 2021

NTSB Accident Number: ERA21FA234

Narrative:

On August 9 and 10, 2021, questions were provided to Mrs. Elizabeth Hannah, stepdaughter of Joe Lara and wife of Brandon Hannah. Mrs. Hannah provided answers to the NTSB's questions.

On August 22, 2021, Kim Frierson from the NTSB's Transportation Disaster Assistance Division (TDA) was contacted by Mr. Josh Vick, a friend of Mrs. Hannah's that provided information about Joe Lara's flight and aircraft experience.

On November 29, 2021, NTSB contacted Mr. Russell Morgan (Joe Lara's Attorney) and asked about any information that he could provide regarding Joe Lara's 72 history. Mr. Morgan provided some information about his knowledge of Joe Lara's 72 history.

August 9, 2021

Questions from NTSB – Dujuan Sevillian **Answers from Mrs. Elizabeth Hannah**

Q: Are you aware of any medical conditions that Mr. Lara may have had prior to the accident? If yes, please describe any medical conditions of which you are/you were aware of.

A: I am unaware of any medical conditions that Joe Lara may have had prior to the accident.

Q: Did Mr. Lara ever take you flying before? If yes, where did he take you flying? Describe what you can remember about the flight.

A: Yes, Joe Lara flew me to Destin, Florida, and he also flew me to Naples, Florida - both coming and going from Nashville, TN. He also flew frequently with my husband, Brandon Hannah, and with his wife (my mother, Gwen Lara). Joe Lara was a very cautious man who checked the plane's maintenance for about 30-45 minutes before each flight. He would not fly in any conditions that would make him or another passenger feel uncomfortable in the slightest.

Q: Could you please provide any additional information that may be relevant to understanding the circumstances of this accident?

A: Joe and Gwen Lara had just put approximately \$100,000 into the maintenance of this plane. (The exact amount was \$96,167.01 at Hancock Enterprises.) The plane had been in the shop for several months (from November 2020 to February of 2021 if I'm correct) getting it up to date and fixing any issues- if this information helps you at all.

August 10, 2021

Question from NTSB – Dajuan Sevillian
Answers from Mrs. Elizabeth Hannah

Q: Could you please provide any documentation regarding what was being fixed on the airplane and why it was being fixed from November 2020 to February 2021?

A: Regarding the plane maintenance, I believe a record of what was done was provided to the FAA already. I do not personally know of what all was involved in that. I will ask around to the pilots who flew with Joe often, and I will have them send any information directly to you. Let me know if you have any other questions. I'm so thankful for what you guys are doing!

August 22, 2021

Email sent from Mr. Josh Vick to TDA

Good afternoon Ms. Frierson,

My name is Josh Vick, and Elizabeth Hannah asked me to send any information I had regarding the unfortunate plane crash on May 29 this year to you. She said you were looking for any and all information that could be helpful for your investigation. I've been around and flying planes my entire life, but I'm also a private pilot and have had my license since 2001.

I want to preface that everyone who died in the crash were very dear friends of mine and my family. I loved them very much and hope that any information I provide can only further the investigation. I don't want to speculate, but only provide factual information to the best of my ability. I have 3 pieces of information that may be important so I just want to send it over.

First, I had flown with Joe a couple of times with my last flight being at the end of March in the Citation that crashed so I have some familiarity with the aircraft. I think my main concern was around the lack of time he had in the Citation. You can be a competent pilot but that doesn't make you impervious to mistakes. Having less than 90 hours in any aircraft is just not much time at all, much less a jet aircraft. He had upgraded aircraft so quickly (i.e. Cessna 172 XP to Baron

to MU2 to Citation) within a very short period of time that it raised red flags for me personally and was definitely a concern.

Also, after speaking with pilot friends and other pilots about the crash, weight and balance definitely came up. One of the pilots familiar with the Citation 501C mentioned how it did not have a large useful load. With full fuel, 7 passengers, and light luggage/personal items—they all felt the plane would be over gross. They nor I were familiar with the W&B of this particular plane, so I can't speak to exact numbers, but this could definitely be another concern.

One last piece of information is that shortly after the crash I began helping the family with all the remaining aircraft. During this time I spoke with a couple of Joe's instructors and one of them asked me if I happened to know if he had renewed his type certification for the Citation which had expired in March. At that time I did not know. Both instructors he used for instruction and his type certificate check-out in the Citation had not flown with him to renew it. Before handing over all the logs to the lead investigator I did look through Joe's log-book and found where he received his type certificate in March of last year but did not find where he renewed it in March of this year. To the best of my knowledge his type cert was expired at the time of the crash.

Thank you for helping everyone with this investigation, and please let me know if you have any other questions.

Josh Vick

November 29, 2021

Email sent to Mr. Morgan from NTSB and Mr. Morgan's response

Mr. Morgan,

I am investigating an airplane accident that occurred in Smyrna, TN on May 29, 2021. It is my understanding that you are the church attorney. I've been working with Kim Frierson from our Transportation Disaster Assistance (TDA) and wanted to follow-up on any information that you may have about Mr. Joe Lara's activities 3 days prior to the accident. Typically, this information is the 72-hour history that NTSB develops. Kim let me know that you may have some information regarding his activities prior to the accident. Any help would be appreciated.

Response: I was Joe Lara's attorney. I spoke with Joe and his wife at 6:00 on Thursday before the accident and they were going out to dinner in Nashville. I don't have any other information than that, but am happy to inquire with others who may or I can provide those names to you.

Please let me know.

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