

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 0845-0907	DATE 4/3/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
David Price [REDACTED] Alynn Price [REDACTED]		SYMBOL EA68	INITIALS DHJ
Home Owners in residence located next to accident site.			
ASI Derek H Jackson (FAA IIC)			
SUBJECT In Person Interview (Location: Home Owner's back yard).			
DIGEST			
Inspector introduced himself with credentials and asked the home owners if they could describe what they had witnessed.			
The Price's explained to me that they actually witnessed the crash and ran over to render aid to the occupants. Inspector asked if they happen to recall what time it was. They did not remember what time it was.			
They stated that they were in their back yard and saw the aircraft pass over. They stated that the aircraft was lower than what they normally see, but not low enough to hit anything. The aircraft flew over a second time low enough to see the pilot wave at them, so they waved back. The third time the aircraft appeared, they said that it looked like it was struggling to stay in the air. They said that the tail of the aircraft was lower than the nose and realized that it was not going to be able to get over the trees next to their house. They began heading toward the tree line and then the aircraft went into the trees. When they got to the aircraft, the pilot was already out and walking around, holding his head. They were unable to free the individual in the right seat, as he was trapped.			
The fire department showed up a few minutes later and had to cut the left seat out of the aircraft in order to get to the right seat. Both pilots were taken to hospitals.			
CONCLUSION, ACTION TAKEN, OR REQUIRED N/A			
DATE 4/7/2022		TITLE In Person Interview	
		SIGNATURE DEREK H JACKSON	
		Digitally signed by DEREK H JACKSON Date: 2022.04.08 09:05:23 -04'00'	

Inspector asked if they remembered what the engine sounded like. Both of them said everything sounded fine, but that the tail looked like it was sagging a little bit; the airplane wasn't level from front to back.

Inspector asked if there were any other details that they could remember. They said no.

Inspector thanked them for taking the time to speak with him.

Interview ended.

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 0920-0930	DATE 4/3/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
Brad Gryder [REDACTED]		SYMBOL EA68	INITIALS DHJ
Owner/Operator of grass strip, NC58			
SUBJECT In Person Interview (Location-Perimeter of secured area)			
DIGEST			
<p>Mr. Brad Gryder stopped by on his way to church. Inspector asked him if he had seen the aircraft flying the previous day, and he said yes. He explained that the aircraft had landed at his field (NC58) on Saturday. He said that he had just finished cutting the grass strip and they (Mr. Theron and Mr. McCurdy) had stopped to chat.</p>			
<p>Inspector asked if the aircraft had taken on any fuel at his strip. Mr Gryder said no...they just stopped by to say hi.</p>			
<p>Inspector asked how the aircraft looked and sounded when it took off from his field. Mr. Gryder said that it looked and sounded great...good climb rate, engine sounded smooth.</p>			
<p>Inspector thanked Mr.Gryder for coming by and taking the time to speak with me.</p>			
<p>Interview Ended.</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 4/6/2022	TITLE In Person Interview	SIGNATURE DEREK H JACKSON	
		Digitally signed by DEREK H JACKSON Date: 2022.04.08 09:11:22 -04'00'	

RECORD OF	<input checked="" type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input type="checkbox"/> TELEPHONE CALL	TIME 1115-1122	DATE 4/3/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION				ROUTING	
Scotty Abernathy [REDACTED]				SYMBOL EA68	INITIALS DHJ
Local Fireman who responded to the emergency call					
SUBJECT In Person Interview (Location -Perimeter of secured area)					
DIGEST					
An individual approached the secured area and Inspector introduced himself with credentials. The individual introduced himself as Scotty Abernathy and that he was one of the local Fireman who responded to the emergency call.					
Inspector asked Mr. Abernathy if he had time to speak him about the event. Mr. Abernathy said he did. Looking at his phone log, he went on to say that the emergency call went out at 1923 and that they had arrived on scene at 1926. When they arrived, the pilot was already out of the aircraft, and they had to cut the left seat out in order to get the guy in the right seat out. He said that both pilots were injured pretty bad and that they both were transported to hospitals.					
Inspector asked Mr. Abernathy if there was anything else he wished to add. Mr. Abernathy said no. He just wanted to come by and leave his contact information in case someone needed to speak to someone who was on scene immediately after the accident.					
Inspector thanked Mr. Abernathy for taking the time to speak with him.					
Interview Ended.					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
DATE 4/6/2022	TITLE In Person Interview			SIGNATURE DEREK H JACKSON	
Digitally signed by DEREK H JACKSON Date: 2022.04.08 09:41:47 -04'00'					

RECORD OF	<input checked="" type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input checked="" type="checkbox"/> TELEPHONE CALL	TIME 1130-1142	DATE 4/3/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION				ROUTING	
Clayton Richards [REDACTED]				SYMBOL EA68	INITIALS DHJ
Pilot flying an Ultralight along with accident aircraft in his aircraft					
SUBJECT In Person Interview (Location -Perimeter of secured are) 4/2/2022					
Follow Up Interview by phone 4/5/2022					
DIGEST					
<p>An individual approached the secured area and Inspector introduced himself with credentials. The individual introduced himself as Clayton Richards. Mr. Richards told the inspector that he had been flying with the accident aircraft on Saturday (day of accident) in his Ultralight and he had seen the aircraft bounce.</p> <p>Inspector asked Mr. Richards if he had a few minutes to tell him what he witnessed. Mr. Richards said yes, he had some time.</p> <p>Mr. Richards said that they had taken off from NC2 and were just flying around the local area that day. They decided to land over here at Millers, pointing in a Southern direction (Mr. Steve Miller owns a grass strip approximately 1300 feet long by approximately 60 feet wide). He said that he had landed first and was waiting in his airplane at the end of the strip for Hein (pilot of the accident aircraft) to land. He made 2 approaches, but didn't land. Hein went around a third time and touched down, but the plane bounced, so he took back off. The airplane didn't look like it wanted to climb and he barely missed the trees at the end of the strip. Mr. Richards said that he took back off and that's when he saw Hein's plane in the trees.</p> <p>Inspector asked Mr. Richards had any other details about what happened. Mr. Richards said no.</p> <p>Inspector thanked Mr. Richards for talking to him. Interview ended.</p>					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
DATE 4/8/2022	TITLE In Person/Phone Interview			SIGNATURE DEREK H JACKSON	
<small>Digitally signed by DEREK H JACKSON Date: 2022.04.08 11:21:05 -04'00'</small>					

On 4/5/2022, the Inspector made a follow up call to Mr. Richards to ask...

When you were in your aircraft, waiting for the Cessna to land, which end of the grass strip were you at?

Mr. Richards said he was at the North end and that he taxied to the South end and then took off after Hein took off.

Inspector asked if Mr. Richards noticed anything unusual about the Cessna when it took back off?

Mr. Richards said no; the engine sounded fine, it was just slow...looked like it was having a hard time climbing out.

Inspector thanked Mr. Richards again for his time.

Call Ended.

RECORD OF	<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input checked="" type="checkbox"/> TELEPHONE CALL	TIME 1039 EDT	DATE 04/05/2022
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION				ROUTING	
				SYMBOL	INITIALS
Mr. Heinrich Johannes Theron (Owner/Pilot of NC2656V)				EA-68	DHJ
ASI Derek H Jackson (FAA IIC - Accident Investigation of NC2656V)					
SUBJECT Interview of pilot involved in accident					
DIGEST					
Mr. Heinrich Johannes Theron was interviewed over the phone as he was not available when inspector was on scene of the accident. A call by the inspector, initially made at 0930, went unanswered. Inspector left a message requesting a call back. Mr. Theron called the inspector back at 1039 and the call lasted 28 minutes.					
The inspector asked Mr. Theron about his condition and asked if he had some time to go over some things regarding the accident. Mr. Theron said yes, he had time.					
He was asked the following questions:					
Inspector: It my understanding that the flight originated at the Taylorsville Airport (NC2). I want to get a better understanding of what happened during the flight, so could you recall the events from the time you departed Taylorsville Airport until the time of the accident?					
Mr. Theron: Sure. "We left Taylorsville around 5pm and were just flying around the local area. We landed at Gryder to chat with the owner for a while. Then we took off from there and went over to Miller's strip; that's a private grass strip in Stoney Point. I made 3 approaches. The first approach was from the South, but I abandoned the landing because I was too high. I went around for a second approach, and I abandoned that one too because I was too far down the strip and it's only about 1200 feet long. I went around again. We were very slow with full flaps and touched down and bounced, so I took back off again, but the airplane didn't want to climb. I barely missed the trees at the end of the strip. I continued to try climb, but I was too slow and ended up going into the trees".					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
DATE 4/5/2022	TITLE Phone Interview			SIGNATURE DEREK H JACKSON	
				Digitally signed by DEREK H JACKSON Date: 2022.04.08 12:58:44 -04'00'	

DIGEST (CONT)

Inspector: Okay. Do you recall what the attitude of the aircraft was when you went into the tree line?

Mr. Theron: The plane was level.

Inspector: Alright. Thank you. What was the weather when you departed NC2?

Mr. Theron: It was beautiful, very clear and calm.

Inspector: Okay. And what was your weather source that you used?

Mr. Theron: Hickory Airport.

Inspector: Was there any haze, fog, reported winds or other factors?

Mr. Theron: No. Nothing at all.

Inspector: What was the purpose of the flight?

Mr. Theron: It was just for pleasure.

Inspector: How much fuel did you have on board when you departed Taylorsville Airport?

Mr. Theron: It was between 1/2 and 3/4 full. The aircraft holds 33 gallons.

Inspector: Did you make any stops after leaving NC2?

Mr. Theron: Yes, We landed at Gryder, NC58 just to chat with the owner. He had just finished cutting the grass.

Inspector: Okay. Were you wearing seat belts?

Mr. Theron: Yes. we had the lap belts on.

Inspector: While I was at the scene, I noticed that the ELT and the back seats were missing from the aircraft. Do you know where those items are?

Mr. Theron: Yes. The batteries for the ELT are on order, so I just removed it; and I removed the seats. They are in my hangar.

Inspector: Okay. Are the hangars at NC2 numbered?

Mr. Theron: Yeah, my hangar is number 7.

Inspector: I understand that the aircraft has been moved. Where is the aircraft now?

Mr. Theron: I had it brought over to my hangar on a trailer.

Inspector: Okay, and is it outside or is it inside of your hangar?

Mr. Theron: It is inside the hangar.

Inspector: Do you know if the Tach has been replaced?

Mr. Theron: No, that's the original Tach. It's a pretty low time aircraft.

Inspector: I located the Registration and the Airworthiness Certificate in the aircraft and the registration shows the previous owner. Have you contacted Aircraft Registration to have to it changed or are you just waiting to receive it?

Mr. Theron: I was having a problem getting it registered. After I bought the aircraft I found out that I couldn't have it registered in my name because I am not a US Citizen, so I had just decide to sell it.

Inspector: Okay, and when did you purchase the aircraft?

Mr. Theron: I can't remember the exact date, but it was about a year and a half or two years ago. I had spoken to someone in the Greensboro office about it, and decided to just sell it.

Inspector: Do you plan to repair the aircraft?

Mr. Theron: No.

Inspector: Okay. Where are the Aircraft Records?

Mr. Theron: I have the records at my hangar.

Inspector: Alright, as part of the accident investigation, I need to take a look at the aircraft records. I'm going to give you my email and if you would, I need you to provide copies of the last 2 years of records for the aircraft, engine and propeller or I can drive out to NC2 to inspect the records if you can't send scanned copies. I'll send you an email with a few questions on pilot training. The investigator with the NTSB will be sending you an email as well with a form that you will need to complete and send back to him.

Mr. Theron: Alright. I will need to go to the library so I can scan the records and then I will send them to you.

Inspector: Mr. Theron, thank you taking the time to speak to me this morning. Do you have any questions for me?

Mr. Theron: No.

END OF CALL.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 6:23 PM	DATE 04/05/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Theron, Heinrich J.		ROUTING	
Michael R. Moran		SYMBOL EA68	INITIALS MRM
SUBJECT Logbook Request			
DIGEST I placed a call to Mr. Theron and left a voicemail. He returned my call at 1823. I asked him how he was feeling and if he had a few minutes to speak to me. He stated that he was feeling better and he had time. I asked him to verify his address due to SPAS showing a Fort Lauderdale address. Mr. Theron gave me his current mailing address as [REDACTED] Taylorsville, NC [REDACTED] and said that he did not change his address when he moved. I asked him if he would verify when he purchased the accident aircraft and he stated about a year ago. I asked him if he knew why the ELT was missing. Mr. Theron stated that he had removed it due to the batteries being out of date. He said that he also removed the rear seats and that they were in his hangar. I asked him to verify that he was the PIC for the flight. He replied that he was and Mr. McCurdy was flying until he took the controls after he bounced during the landing. I let Mr. Theron know that there were 2 letter being mailed to him. A letter of investigation and a request for his logbook. He asked me if he could send copies and I told I needed the original logbook for review. Mr. Theron stated he would supply his logbook for review and he was working on paperwork for the NTSB. I thanked him for his time and the call ended.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 04/08/2022	TITLE Aviation Safety Inspector	SIGNATURE MICHAEL R MORAN	Digitally signed by MICHAEL R MORAN Date: 2022.04.08 12:08:11 -04'00'