

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: May 4, 2023

Subject: ERA23FA067, Record of Conversation/Interview

Contact: Captain Jason Gore

Captain Gore of Platoon One, Engine Two/Hazmat of Winston-Salem Fire and Rescue was contacted on May 4, 2023 at 1449 EDT. He was called at [REDACTED] He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was contacted to explain how much fuel and from where fuel was drained from the wreckage prior to extraction of the occupants. He indicated that they could only approach the wreckage from ahead of it and had no real access from behind the wreckage. All references he made were from his vantage point looking towards the main wreckage. Thus, when he described the left side, he was actually referring to the airplane's right wing and when he described the right side, he was actually referring to the airplane's left wing.

He indicated that not more than 1 gallon total of fuel were drained from the right side (airplane's left wing) inboard and outboard fuel tanks. He did note a piece of equipment which detects among other things fuel, detected fuel vapors on the right side (airplane's left wing) in the area of the displaced engine. After pumping fuel from the airplane's left wing fuel tanks he dipped both and only noted 1/4 inch of liquid in each. They pumped an estimated 15 to 20 gallons of fuel from the left side (airplane's right wing) inboard and outboard fuel tanks. During pumping the transfer hose became cold.

He was asked the following questions –

How much fuel was drained from the fuel tank inboard of the engine on the left side (airplane's right wing)?

It had more fuel than the outboard tank but the amount was not quantified.

How much fuel was drained from the fuel tank outboard of the engine from the left side (airplane's right wing)?

It was less than the amount in the inboard fuel tank but the amount was not quantified.

Where was the fuel taken to:
Fulps Towing and Recovery.

The call ended at 1501 EDT.

He called back the same day at 1626 EDT from the same phone number. He indicated that he had spoken to the 2 firefighters who had done the work. The content of his conversations with them was incorporated into the digest. This phone call ended at 1629 EDT.

The digest was e-mailed to him for review on May 4, 2023. He replied the same day at 1731 EDT with, "I concur with the draft and I did receive the email and the document. If you have any other questions feel free to reach out to[.]" The FINAL digest was e-mailed to him and the NTSB investigative team on May 4, 2023.

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Date: May 5, 2023
Subject: ERA23FA067, Record of Conversation/Interview
Contact: Larry Wayne Hall

Mr. Larry Wayne Hall was contacted by phone on May 5, 2023, at 1112 EDT. He was called at [REDACTED] At the onset of the phone call he was asked if he had an e-mail address and he said he did not know it and more importantly did not use it.

He was advised on an accompanying letter sent with the digest by UPS for review that the document will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was asked what address he was at when he witnessed the accident. He indicated he did not have the address but could provide it. His written statement to the North Carolina State Highway Patrol indicated that he was working in Brandon Mills yard at the time, which he described as being just up the hill off of Kem Drive. He further attempted to describe his location in cardinal directions (N.S.E.W) and referenced it to the nearby airport.

He was asked by NTSB the following –

Describe what he saw and heard?

He heard a sound from behind him. He heard the trees “busting up” and heard the motor rev up. He looked south and saw the airplane flying in an easterly direction. He noted the airplane banked “hard left” and began flying in a northerly direction. He noted the airplane “straightened out” and while climbing, the airplane banked hard left and the nose went straight down.

In an effort to determine his left or airplane’s left he was asked if the airplane was flying towards or away from him?

Towards him. It was flying in an easterly direction when he first saw it. It banked left flying in a northeasterly direction, straightened out, then suddenly “dipped left” then the nose went down and

the airplane crashed. When the airplane turned left the, “engines were roaring as hard as they can go” adding that he felt they were at full power.

NTSB Questions Continued –

Did you see any smoke trailing the airplane?

No smoke or fire.

Did you go the accident site?

He did and he was the 1st person on scene. He yelled out for any response and it was quiet, like Sunday. The front part of the airplane was damaged and the instrument panel was level with the ground.

Did you smell any fuel when you were on-scene?

He didn't smell any fuel or anything.

Did you see any birds?

No, it was a clear day but it was windy. From the news reports, the pilot told the air traffic control tower that the engine(s) was/were not right.

How steep was the left bank when the flight was turning from an easterly to northerly direction?

Not really that steep, maybe a 45° bank. When he said the airplane straightened out it was still in an estimated 10° bank to the left. When he heard the engines “both were turning and burning.” At the end of the flight, the airplane rolled inverted and went straight down. He added that before the loss of control the airplane was barely above the trees in a nose-up attitude. Because the airplane suddenly rolled and descended he thought some cable or something in the wing must have broke.

Did you see the landing gear?

Yes, it was down.

Because he did not recall or use an e-mail address he asked that the DRAFT be mailed to his address of [REDACTED] Trinity, North Carolina [REDACTED]

The interview ended at 1128 EDT.

The digest was sent to him for review via UPS 2nd Day Air 1ZA3978T0290460019, on May 5, 2023. He left a voice mail message on May 11, 2023 at 1810 EDT indicating that he had received the DRAFT statement and read everything in it and, “...everything was correct everything looked good.” He indicated by phone on May 23, 2023 at 0934 EDT that he was located at [REDACTED] [REDACTED] Winston-Salem, NC¹. The FINAL digest was provided to the team on May 23, 2023.

¹ Using Google Earth, he was located about 626 ft and 084° from the Accident Site Location.



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OAS-Eastern Region Aviation

Date: June 26, 2023

Subject: ERA23FA067, Record of Conversation/Interview

Contact: Anni Brogan

Ms. Anni Brogan, President of Micro AeroDynamics, Inc., was contacted on June 26, 2023 at 1246 EDT. She was called at [REDACTED] She provided an e-mail address of [REDACTED]

She was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

She was asked by NTSB the following –

Was there a Flight Manual Supplement associated with installation of vortex generators on N7295Y, a Piper PA-30?

No, there was no change in performance. The kit was purchased for the accident airplane on February 12, 2004¹.

¹ According to Federal Aviation Administration (FAA) 337 Form, vortex generators were installed on the accident airplane on March 29, 2004. They were listed as being installed on each wing leading edge and vertical fin surfaces in accordance with Supplemental Type Certificate (STC) SA00763SE. The same 337 indicated that if more than 5 are damaged or missing, the, "...aircraft is not airworthy."

The call ended at 1253 EDT.

The digest was e-mailed to her for review on June 26, 2023. She replied the same day at 1411 EDT with, "I have received this email and 2 attachments. I confirm the facts stated in the draft typed notes from our phone call today are correct and see no changes needed." The FINAL digest was e-mailed to her on June 26, 2023.