



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

October 31, 2012

Subject: ERA13LA043 – FAA Inspector Phone Conversation with IIC

Persons on Call: Mr. Gerald Martelli (Nashville FAA FSDO) and Shawn Etcher (self)

Time of Phone Call: 0931 EDT

Mr. Martelli was asked to describe the wreckage as first viewed in Gatlinburg. He stated that the accident took place in Sevierville not Gatlinburg and that all but the aft approximately 6 feet of the tail was consumed by a post crash fire. The airplane impacted a utility pole, then several trees, before coming to rest. He viewed the airplane at rest on the ground; however, the pilot told him that they were in a tree about 20 feet above ground level when they exited. Although the aircraft was consumed by fire cable continuity was confirmed throughout and that the engine was fire damaged. He further stated that there were a numerous tree limbs in the area with the usual cut indicating the engine was operating at impact. He also stated that there was curling on one propeller tip and the other propeller blade was bent forward indicating power at impact. The pilot reported to him, verbally, that he had received a terrain alert on his GPS and queried ATC; however, there was a sound similar to a microphone being activated but no voice only the sounds of what sounded like papers being shuffled. He attempted to talk to query them at least twice more with no success. He then observed what appeared to be a rooftop and then subsequently struck a tree before coming to rest. The pilot further reported that he assisted his wife in opening the door and when she exited she fell about 20 feet to the ground. The pilot then held onto the yoke and helped their three (3) teenage children out of the airplane lowered them as far as he could and then let them go as so they would have less of fall.

Mr. Martelli was asked what the injuries to the occupants were. He stated that the wife was the worst with a few stitches required, a black eye, and scrapes and bruises. Two (2) of the children had bumps, bruises, and scrapes. The pilot and one (1) child had no injuries.

Mr. Martelli was asked to provide the IIC with a phone number for the pilot. Which he did and then provided the IIC with latitude and longitude and then reported that a salvage company called AMF was contacted by our Duty Officer and was given the ok to remove the airplane. He further reported that the mountain was about 3,000 feet above mean sea level but was exactly sure the exact height.

Mr. Martelli was asked to provide the IIC with photos that were taken. He stated he will email those over to the IIC.

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