

Registered Aircraft Owner Name: <u>Space Coast Aviation Sales, LLC</u> Fractional Ownership Aircraft: ☐ Yes ☒ No		Owner Address City: <u>[REDACTED]</u> State: <u>DE</u> ZIP: <u>19810-4902</u> Country: <u>US</u>	
Operator of Aircraft ☒ Same As Registered Owner Name: _____ Doing Business As: _____ Air Carrier/Operator Designator (4 Character Code): _____		Operator Address ☒ Same As Registered Owner City: _____ State: _____ ZIP: _____ Country: _____	
Regulation Flight Conducted Under ☒ FAR 91 ☐ FAR 129 ☐ FAR 91 Special Flight ☐ Public Use (select type) ☐ FAR 103 ☐ FAR 133 ☐ Non-US, Commercial ☐ Federal ☐ State ☐ Local ☐ FAR 121 ☐ FAR 135 ☐ Non-US, Non-commercial ☐ Unknown ☐ FAR 125 ☐ FAR 137 ☐ Armed Forces		Revenue Sightseeing Flight ☐ Yes ☒ No Air Medical Flight ☐ Yes ☒ No	
Purpose of Flight for FAR 91, 103, 133, 137 (Select one) ☒ Personal ☐ Business ☐ Executive/Corporate ☐ Other Work Use ☐ Instructional ☐ Ferry ☐ Positioning ☐ Aerial Application ☐ Aerial Observation ☐ Air Drop ☐ Air Race / Show ☐ Flight Test ☐ Public Use ☐ Unknown		Revenue Operation for FAR 121, 125, 129, 135 (Select one) ☐ Scheduled or Commuter ☐ Non-Scheduled or Air Taxi Domestic or International ☐ Domestic ☐ International Cargo Operation ☐ Passenger/Cargo ☐ Passenger _____ How many? ☐ Cargo _____ lbs ☐ Mail	
Type of Commercial Operating Certificate Held (Check all that apply) ☒ None ☐ Flag Carrier Operating Certificate (121) ☐ Supplemental ☐ Air Cargo ☐ Foreign Air Carriers (129) ☐ Commuter Air Carrier (135) ☐ On-Demand Air Taxi (135) ☐ Large Helicopter (127) ☐ Rotorcraft External Load (133) - or - ☐ Agricultural Aircraft (137) ☐ Other Operator of Large Aircraft			
Aircraft Registration Number _____		Manufacturer: _____ Model: _____	
Registered Owner of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____		Damage to Other Aircraft ☐ Destroyed ☐ Minor ☐ Substantial ☐ None	
Pilot of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			
Was there Mechanical Malfunction/Failure? ☐ Yes ☒ No ☐ Unknown (If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)		Total Time/Cycles On Part _____ Hours _____ Cycles Time Since This Part Inspected/Overhauled _____ Hours	
Aircraft Damage ☐ None ☐ Substantial ☐ Minor ☒ Destroyed		Aircraft Fire ☐ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☒ On-Ground	
Aircraft Explosion ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground			

Description of Damage to Aircraft and Other Property (use additional sheet if necessary)

Aircraft was destroyed. Overhead utility lines were the only other property damaged.

AIRPORT INFORMATION (If the accident/incident occurred on approach, takeoff or within 5 miles of an airport, complete this section)

Airport Identifier: _____

Distance From Airport Center: _____ SM

Airport Name: _____

Direction From Airport: _____ degrees MAG

Proximity to Airport ☐ Off Airport/Airstrip ☐ On Airport ☐ On Airstrip

Airport Elevation: _____ ft. MSL

Approach Segment (Select one)
☐ On Instrument Approach ☐ Landing ☐ Base leg ☐ Final ☐ Go Around
☐ Crosswind ☐ Downwind ☐ Low Approach ☐ Aborted Landing (after touchdown)
IFR Approach (Check all that apply)
☐ None ☐ PAR ☐ MLS ☐ Practice
☐ ADF/NDB ☐ Sideslip ☐ LDA ☐ GPS
☐ SDF ☐ ILS ☐ ASR ☐ Loran
☐ VOR/TVOR ☐ Localizer Only ☐ Visual ☐ Unknown
☐ VOR/DME ☐ LOC-back course ☐ Contact
☐ TACAN ☐ RNAV ☐ Circling
VFR Approach (Check all that apply)
☐ None ☐ Stop and Go
☐ Traffic Pattern ☐ Touch and Go
☐ Straight-In ☐ Simulated Forced Landing
☐ Valley/Terrain Following ☐ Forced Landing
☐ Go Around ☐ Precautionary Landing
☐ Full Stop ☐ Unknown
Runway Information

Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ ft

Runway/Landing Surface (Check all that apply)
☐ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water
☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Unknown
☐ Dirt ☐ Ice ☐ Snow
Condition of Runway/Landing Surface (Check all that apply)
☐ Dry ☐ Snow-Compacted ☐ Water-Calm
☐ Holes ☐ Snow-Crusted ☐ Water-Choppy
☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy
☐ Rough ☐ Snow-Wet ☐ Wet
☐ Rubber Deposits ☐ Soft ☐ Unknown
☐ Slush Covered ☐ Vegetation
Last Departure PointAirport ID: KGKTCity: SeviervilleState: TNCountry: US**Time of Departure**Time: 2:30PMTime Zone: EDT**Destination**Airport ID: KTIXCity: TitusvilleState: FLCountry: US**Type Flight Plan Filed**
☐ None ☐ VFR/IFR
☐ Company VFR ☒ IFR
☐ Military VFR ☐ Unknown
☐ VFR
Activated? ☒ Yes ☐ No**Type of ATC Clearance/Service** (Check all that apply)
☐ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ Cruise
☐ VFR ☒ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA
Airspace where the accident/incident occurred (Check all that apply)
☐ Class A ☒ Class E ☐ Prohibited Area ☐ Jet Training Area ☐ Special
☐ Class B ☐ Class G ☐ Restricted Area ☐ TRSA ☐ Air Traffic Control Area
☐ Class C ☐ Demo Area ☐ Military Operations Area (MOA) ☐ FAR 93 ☐ Unknown
☐ Class D ☐ Warning Area ☐ Airport Advisory Area
Aircraft Load Description (Check all that apply)
☐ None ☐ Towing Glider ☐ Parachutists ☐ Livestock
☒ Passengers ☐ Towing Banner ☐ Water ☐ Unknown
☐ Cargo ☐ Other External ☐ Chemical/Fertilizer/Seeds
Fuel on Board at Last Takeoff

(convert from pounds, as necessary)

76 Gallons**Fuel Type**
☐ 80/87 ☐ 115/145 ☐ JP3 ☐ Other, specify _____
☒ 100 Low Lead ☐ Jet A ☐ JP4
☐ 100/130 ☐ Automotive ☐ JP5
Other Services, if Any, Prior to Departure

EVACUATION OF AIRCRAFT

Was an emergency evacuation of the aircraft performed? ☒ Yes ☐ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

The aircraft had come to rest in a tree and was on fire. All passengers exited the front door by jumping approximately 15' to the ground. Passengers exited in the following order. Front right seat passenger, middle row right seat passenger, back row left seat passenger, back row right seat passenger, PIC.

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE**Weather Observation Facility**

Facility ID: KGKT Automated Weather

Observation Time: Approx. 2:15PM

Time Zone: Eastern

Distance from Accident Site: _____ NM

Direction from Accident Site: _____ degrees MAG

Source of Weather Information

(Check all that apply)

☐ National Weather Service

☐ Flight Service Station

☐ TV/Radio

☒ Automated Report

☒ Commercial Weather Service (DUATS)

☐ Company

☐ Military

☒ Internet

☐ Unknown

Method of Briefing

(Check all that apply)

☐ In Person

☐ Teletype

☐ Telephone/Computer

☐ Aircraft Radio

☐ TV/Radio

☐ Unknown

Briefing Type/Completeness

☐ Full

☐ Partial / Limited By Pilot

☐ Partial / Limited By Briefer

☐ Abbreviated

☐ Unknown

☐ Not Pertinent

Light Condition

☐ Dawn

☒ Day

☐ Dusk

☐ Night

☐ Dark Night

☐ Bright Night

☐ Not Reported

Visibility

_____ 0 miles

Sky/Lowest Cloud Condition

☐ Clear

☐ Few

☐ Partial Obscuration

☐ Scattered

☐ Thin Broken

☒ Thin Overcast

☐ Unknown

Ceiling

☐ None (clear)

☐ Broken

☒ Overcast

☐ Obscured

☐ Indefinite

☐ Unknown

Restriction to Visibility (Check all that apply)

☐ None

☐ Blowing Dust

☐ Blowing Sand

☐ Blowing Snow

☐ Blowing Spray

☐ Dust

☐ Fog

☒ Ground Fog

☐ Haze

☐ Ice Fog

☐ Smoke

☐ Unknown

Lowest Cloud Condition Height

800 ft AGL

Ceiling Height

1,000 ft AGL

Wind Direction

☐ Indicated:

_____ degrees MAG

☒ Variable

Wind Speed

Velocity: _____ KTS

-or-

☐ Calm

☒ Light and Variable

Wind Gusts

Velocity: _____ KTS

☐ Gusting

☒ Not Gusting

Type of Turbulence (Check all that apply)

☒ None

☐ Clear Air

☐ In Clouds

☐ Vicinity of Thunderstorm

Severity of Turbulence

☐ Extreme

☐ Severe

☐ Moderate

☐ Moderate Chop

☐ Light

NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident

Temperature: _____ (C)
or _____ (F)

Altimeter Setting: _____ in. HG
or _____ MB

Density Altitude: _____ ft

Dew Point: _____ (C)
or _____ (F)

Icing Forecast

Amount

☒ None

☐ Trace

☐ Light

☐ Moderate

☐ Severe

Type

☐ Rime

☐ Clear

☐ Mixed

Icing Actual

Amount

☒ None

☐ Trace

☐ Light

☐ Moderate

☐ Severe

Type

☐ Rime

☐ Clear

☐ Mixed

Type of Precipitation (Check all that apply)

☐ None

☒ Rain

☐ Snow

☐ Hail

☐ Rain Showers

☐ Freezing Rain

☐ Snow Shower

☐ Drizzle

☐ Ice Pellets

☐ Snow Pellets

☐ Snow Grains

☐ Ice Crystals

☐ Ice Pellets Shower

☐ Freezing Drizzle

Intensity of Precipitation

☒ Light

☐ Moderate

☐ Heavy

PILOT "A" INFORMATION																																																																																																			
Pilot "A" Responsibilities at the Time of Accident/Incident ☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew																																																																																																			
Pilot "A" Identification First Name: <u>Kevin</u> City: <u>Rockledge</u> Middle Initial: <u>D</u> State: <u>FL</u> ZIP: <u>32955</u> Last Name: <u>Saltsman</u> Country: <u>US</u> Age at time of Accident/Incident: <u>48</u> Date of Birth: <u> </u> 1964 Certificate Number: <u> </u> + mm/dd/yyyy																																																																																																			
Degree of Injury ☒ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious		Seat Occupied ☒ Left ☒ Front ☐ Unknown ☐ Right ☐ Rear ☐ Center ☐ Single		Seat Belt Used ☒ Yes ☐ No Available ☒ Yes ☐ No		Shoulder Harness Used ☐ Yes ☒ No Available ☒ Yes ☐ No																																																																																													
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Principal Occupation ☐ Pilot ☒ Other ☐ Unknown		Medical Certificate ☐ None ☒ Class 3 ☐ Class 1 ☐ Driver's License (Sport Pilot only) ☐ Class 2 ☐ Unknown		Medical Certificate Validity ☐ Without limitations/waivers ☒ With limitations/waivers ☐ Unknown		Date of Last Medical <u>06/23/2011</u> mm/dd/yyyy																																																																																													
Medical Certificate Limitations Must have available glasses for near vision																																																																																																			
Medical Certificate Waivers																																																																																																			
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: <u>01/07/2011</u> mm/dd/yyyy			Flight Review Aircraft Make: <u>Piper</u> Model: <u>PA28</u>																																																																																																
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ADDITIONAL FLIGHT CREW MEMBERS (Excludes cabin attendants, complete the following information)																
Pilot Name and Address						Degree of Injury										
First Name: _____		City: _____				☐ None		☐ Fatal								
Middle Initial: _____		State: _____		ZIP: _____		☐ Minor		☐ Unknown								
Last Name: _____		Country: _____				☐ Serious										
Pilot Certificate(s) (Check all that apply)						Seat Occupied										
☐ None		☐ Student		☐ Recreational		☐ Commercial		☐ Flight Engineer								
☐ Private		☐ Flight Instructor		☐ Sport		☐ Airline Transport		☐ U.S. Military								
								☐ Foreign								
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No				Total Flight Time at the Time of this Accident/Incident: _____ hrs		☐ Left		☐ Front								
						☐ Right		☐ Rear								
						☐ Center		☐ Single								
								☐ Unknown								
Pilot Name and Address						Degree of Injury										
First Name: _____		City: _____				☐ None		☐ Fatal								
Middle Initial: _____		State: _____		ZIP: _____		☐ Minor		☐ Unknown								
Last Name: _____		Country: _____				☐ Serious										
Pilot Certificate(s) (Check all that apply)						Seat Occupied										
☐ None		☐ Student		☐ Recreational		☐ Commercial		☐ Flight Engineer								
☐ Private		☐ Flight Instructor		☐ Sport		☐ Airline Transport		☐ U.S. Military								
								☐ Foreign								
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						☐ Right		☐ Rear								
						☐ Center		☐ Single								
								☐ Unknown								
Pilot Name and Address						Degree of Injury										
First Name: _____		City: _____				☐ None		☐ Fatal								
Middle Initial: _____		State: _____		ZIP: _____		☐ Minor		☐ Unknown								
Last Name: _____		Country: _____				☐ Serious										
Pilot Certificate(s) (Check all that apply)						Seat Occupied										
☐ None		☐ Student		☐ Recreational		☐ Commercial		☐ Flight Engineer								
☐ Private		☐ Flight Instructor		☐ Sport		☐ Airline Transport		☐ U.S. Military								
								☐ Foreign								
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						☐ Right		☐ Rear								
						☐ Center		☐ Single								
								☐ Unknown								
Name and Address						Seat	Crew	Non-Revenue	Revenue	Non-Occupant	FAA	Fatal	Serious Injury	Minor Injury	No Injury	Unknown
First Name: Loreenna (Lori)		City: Rockledge				RF	☐	☒	☐	☐	☐	☐	☒	☐	☐	☐
Middle Initial: P		State: FL		ZIP: 32955												
Last Name: Saltsman		Country: US														
First Name: Aaron		City: Rockledge				MR	☐	☒	☐	☐	☐	☐	☐	☒	☐	☐
Middle Initial: K		State: FL		ZIP: 32955												
Last Name: Saltsman		Country: US														
First Name: Austin		City: Rockledge				BR	☐	☒	☐	☐	☐	☐	☐	☒	☐	☐
Middle Initial: D		State: FL		ZIP: 32955												
Last Name: Saltsman		Country: US														
First Name: Alyssa		City: Rockledge				BL	☐	☒	☐	☐	☐	☐	☐	☒	☐	☐
Middle Initial: D		State: FL		ZIP: 32955												
Last Name: Saltsman		Country: US														
First Name: _____		City: _____					☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____		State: _____		ZIP: _____												
Last Name: _____		Country: _____														
First Name: _____		City: _____					☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____		State: _____		ZIP: _____												
Last Name: _____		Country: _____														
First Name: _____		City: _____					☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____		State: _____		ZIP: _____												
Last Name: _____		Country: _____														
First Name: _____		City: _____					☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____		State: _____		ZIP: _____												
Last Name: _____		Country: _____														

NARRATIVE HISTORY OF FLIGHT

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

Statements from all passengers and PIC is attached.

Operator/Owner Safety Recommendation

Proper terrain separation should have been provided by ATC.

ADDITIONAL INFORMATION *(Please type or print in ink)*

Use this space if additional space is needed for any answers.

Pilot "A" flight times are derived from recent insurance applications. Logbook was destroyed in crash.

Date of this Report

11/05/2012

mm/dd/yyyy

Signature and Name of Pilot/Operator

Signature: [REDACTED]

Type or Print Name: Kevin D Saltsman

Signature and Name of Person Filing Report if Other than Pilot/Operator

Signature: _____

Type or Print Name: _____

Title: _____

NTSB Accident/Incident No.
ERA13FA042Reviewed by NTSB Regional Office
ERA-AshburnName of Investigator
EtcherDate Report Received
11/06/2012

STATEMENTS CONCERNING THE 10/28/12 ACCIDENT INVOLVING N4478F
DEPARTED KGKT AT APPROXIMATELY 2:30PM LOCAL TIME

Aaron Saltsman (middle row right seat passenger) – First we took off at about 2:30PM then at about 2:45PM we hit something I'm not sure what then we flipped upside down and landed in a tree the first thing I saw was fire traveling up the wings and there was a little bit of fire in the plane then as we jumped out of the plane we ran to the near road where we saw someone drive by.

Austin Saltsman (back row right seat passenger) - so first of course we took flight at about 2:30 PM and it was only about 10 or 15 minutes into the flight when it all started. So I'm looking out the window and it's barely visible because how foggy it was, and then as I'm looking outside all of a sudden I see tree tops and it wasn't three seconds later that I felt us hit something and I could've bet money it was the tree tops. After I felt the first bumps I believe I sort of ducked and braced for impact. And next thing I know the plane is stopped it's on fire I can hear it feel it and smell it. But when the plane stopped it was like sideways or upside down I'm not completely sure. I'm hanging from my seat belt and it takes me a few seconds to unstrap it. I get it unstrapped and I hear my dad yelling "jump" "jump" so then I jumped down about 15 feet or so in shock of what just took place. Then we had to run down the mountain about 100 feet and there was an old man in a car who said he heard the boom and went up here then he escorted us to his house and called an ambulance. That's all that I remember.

Alyssa Saltsman (back row left seat passenger) – We took off around 2:30 and we were flying for maybe 15 minutes when I felt the plane hit something. I looked out the right window and saw a rooftop. Moments later we hit something else and I saw fire on the wings and eventually felt the heat inside. The plane went upside down and eventually stopped sideways. I unbuckled my seatbelt and crawled to my dad to jump out and ran from the plane.

Lori Saltsman (front right seat passenger) - we took off from the Gatlinburg Regional airport at approximately 2:25 pm. We were ascending for about 10 minutes in IFR conditions, It was overcast and slightly raining with no visibility. I was reading my bible when I heard my husband, the pilot, ask air traffic control for a terrain update. I looked at him and then noticed the terrain button light was on. He received no response from air traffic control. He again asked air traffic control for an update indicating that the terrain light was on and he couldn't see anything. I looked at the instrument board again and this time both the terrain and obstacle buttons were on. I then heard the air traffic controller say a muffled "mmm" without any words and within

seconds we hit something, the plane started shaking violently and we started going down sideways hitting trees as we descended. The wings were on fire and the plane then stopped suddenly in the trees. We were sort of upside down and sideways. My husband asked me to open the door quickly; I couldn't get the latches open. He reached across me and opened it. I was suspended in my seatbelt and when I unlocked my belt, I went out the door and caught on fire as I was falling from about a 15-20 foot drop. The wings of the plane were on fire. When I landed, I stood up and started to put out the fire in my hair and on my hips and back. I was having trouble seeing. I then turned towards the plane and watched as my husband was hanging out of the plane assisting my youngest son, first out of the plane. I told my youngest son to run toward the road away from the fire. Following this my husband assisted my youngest daughter out of the plane second, and my oldest son third and finally all were on the ground and we ran to the road to seek help.

Kevin Saltsman (PIC) – I picked-up my clearance on the ground from Knoxville clearance delivery for our planned flight from KGKT to KTIK. The weather at Sevierville was reporting 1000' ceiling and 2 ½ mile visibility. My clearance was granted "as filed" and I was to notify Knoxville when I was #1 for departure. The filed flight plan was VXV DUBBS NELLO CRG OMN DIRECT. I notified Knoxville when #1, received a climb-out instruction of RW heading to 5000' and switched to CTAF frequency for my departure call. At approximately 300' AGL I made my last CTAF transmission and contacted Knoxville departure on 118.00. The controller requested an ident and followed by acknowledging radar contact. Approximately 30 seconds later the controller offered a radar vector to DUBBS and I accepted. He advised a heading of 260. I verified the AP to be in heading mode, set the heading bug on 260 and engaged the AP. The AP began steering the aircraft to the right so I disengaged it and resumed hand flying. After confirming that I had established straight and level flight I noticed that I was on a heading of 240 and corrected back to the assigned heading of 260. I estimate I was on the 240 heading for approximately 20 seconds. We were in IMC as the climb-out continued and a terrain warning appeared on the GNS430. I made the following call to the controller." Knoxville approach 4478F I have a terrain alert, do I still look good to you?" There was no response and I repeated some version of the same question. At that time the terrain alert became an obstacle alert. The controller responded with what seemed to be stuttering to me. Within seconds I saw a rooftop at about my 11 o'clock and pulled up and right to avoid. The next thing within sight was a tree at 12 o'clock. The nose of the aircraft cleared the tree but contact was made with the belly and the crash ensued. I don't recall seeing much other than trees and fire throughout the crash. When the aircraft came to rest I could not believe that we were all alive. I was instructing everyone to release seatbelts and get out. I had to assist my wife with opening the front door. As she released her seatbelt she fell out because we were inverted in the trees. I released my seatbelt and held on the yoke with my right hand as my feet were hanging out the door. I lowered my three kids with my left arm as far as possible and dropped them to the ground one

at a time. I bailed out at that time and we all dodged our way through the fire as we ran down the mountain about 100' to a paved road. At that point we were assisted by a local resident until emergency crews arrived.