

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 9:53 AM	DATE 11/04/2013
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Lee Barfield (PAX1) - [REDACTED]			
SUBJECT			
Accident 2NC0 N7257W			
DIGEST			
Bob was PIC, IFR to AVL then CX IFR to proceed VFR to 2NC0. Gusty 16 kt x-wind from the left as he recalled, RWY32 was dry. Mechanic Chad Goddard Cumberland Avionics [REDACTED] (m). Lee had not flown since 2009. Did not manipulate the controls. Did not speak up when things did not look right him. BNA 730 LCL JWN IFR to AVL at 9000 34kt tail wind. Great VIS per Lee. Proceeded VFR to 2NC0 for assessment of the situation at Mountain Air. Plan was to do a fly-by to check it out. Turned onto final High and close and fast, Bob decided to land but was high on speed 115 IAS at the beginning of approach. Touched down beyond the touchdown but short of the go-around line Lee thought. Abeam the parking area, he knew they were not going to be able to stop. At the end of RWY32 PIC turned the aircraft to the left first impact was at the top of the hill just after the end of the RWY. Lee did not remember riding down the hill. Bob crawled out of the aircraft himself. Bob walking around after the accident. Never attempted to go around. Did not hear any horns, did not recall any adverse engine noise, just fast and long. Aircraft was running and performing great no airworthiness issues per Lee.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 11/04/2013	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED] <i>Todd C. Kuhn</i>	

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 2:33 PM	DATE 11/08/2013
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Robert Jackson Walker (PIC) - [REDACTED]			
SUBJECT			
Accident 2NCO N7257W			
DIGEST			
Spoke with PIC on the telephone at his home after he got out of rehab and he stated that he			
was high and hot on approach, landed with approach flaps due to gusty winds and stated that			
he landed approximately half-way down RWY 32. When he saw that he was not going to be able			
to stop, he veered the aircraft to the left to try to slow it down. When asked about the			
intention to complete a low approach to check the wind conditions, he stated that he			
decided not to do the low approach as he thought he would be able to make the landing on			
the first attempt. Pilot stated that he had been into the airport on prior occasions. On			
this landing however, he did not recall the aiming marks or go-around marks on the runway.			
When asked about his medical, he stated that he knew it was out. He stated the the			
aircraft was working fine and there were no airworthiness issues or flight control			
problems.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 11/08/2013	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED] <i>Teal C. Kuhn</i>	