

From: [Tem and DeeDee Frierson](#)
To: [O"Gorman, Juli \(FAA\)](#)
Subject: Incident Aug 15, 1971 Chreokee Regional
Date: Wednesday, August 16, 2017 9:51:27 PM

Juli,

Below is my account of the events that resulted in the crash of the Cherokee Piper 140 (N2804T). Prior to the 15th, I have flown on three occasions in this aircraft for a total of 4.3 hours (20 Landings). The information is true and correct to the best of my knowledge.

On August 15, 2016, approximately 4:00 p.m., I started preflight on a Cherokee Piper 140. The purpose of the flight was to perform landing instructions with the CFI, John D. The intention was to stay in the pattern at Cherokee Regional Airport. I performed an initial walk around of the aircraft, prior to starting the preflight checklist. No discrepancies were noted. The preflight was conducted by the checklist with no indications causing concern. The fuel had approximately 14 gallons in the right tank, and 18 Gallons in the left. The oil was at 5 ½ quarts. There were no blockages or leaks within the engine / exhaust area of the aircraft. The propeller appeared to be in good condition and the belt was clean with about ½" give. John D., CFI, competed a check on the exterior as well.

The preflight inside the aircraft was performed with both of us on board. We followed the checklist and noted two issues:

1. The COMM 1 power switch was not operating properly, and creating intermittent Comms. We changed to Comm 2 and conducted a radio check with Cherokee for confirmation of good comms.
2. The seatbelt on the pilot side was in need of replacement, and as it did not retract properly for secure. Lap belt was fine.

The remainder of the preflight was performed. The weather indicated calm winds and high ceilings. The outside temperature at the time was mid 80's and no rain. We tested all avionics, and noted the fuel and oil pressure was in the green. We set the fuel on the left tank. The trim was set to take-off. The trim did not respond to manual input quickly, however it seemed to jump down as we continued adjusting (similar to previous experiences with this plane).

We taxied from the parking area and performed a successful brake check. We rolled out to the edge of the parking for the run-up. Again no discrepancies noted as we performed the checklist.

We communicated to Cherokee as we crossed the hold short. Clear pattern was verified verbally between myself and John then we took the active runway 05. We began

our rollout and communicated the airspeed alive, 40 mph, and 60 mph. The aircraft seemed a little sluggish, however not different than what we had experience in the previous flights in this plane. At 75 mph, we began our rotation. The aircraft began to climb out, however was pitching high. I began adjusting the yolk down to maintain airspeed. Crossing the grass at the end of the field, the airplane was at 150 feet AGL and climbing. The airspeed was still above 75, but not accelerating. As we crossed over the drop off at the end of runway 05, the plane felt as the tail settled downward and the nose pitched up. My hand was on the throttle holding it in the full position and attempting to get the nose down. As we were correcting the pitch, we did get to 80 mph, however the plane would not climb. I reported to John D. that the plane is not climbing. The CFI instructed me to pitch for airspeed and placed his hand on mine to ensure full throttle. I did a quick scan and saw oil pressure in the green, 2500 rpms, and ensure the flaps were down and the carb heat was off. I told the CFI again that the plane was not climbing, the CFI called for control of the aircraft. I maintained my hand on the throttle to ensure full power, and started calling stall alerts as the light illuminated. The CFI began a right turn-out to return to field as he determined the plane was failing. As we realized we were low, we looked for alternate locations, spotting a field to the left of us. We were not gaining altitude and quickly asserted we would not clear the trees or power lines to permit that option, and the CFI committed to the airfield. Upon final turn in, we were losing altitude quickly and all attention was outside the cockpit. The last noted airspeed prior to impact was in excess of 90 mph, rpms not observed at that time. We were about 10 seconds from impact and noted we were headed for a high chain link fence. As we struck the fence, the nose pitched up and over, both wings broke away and the plane slammed the ground on the pilot side. The plane came to immediate stop, and erupted into flames. I can remember being thrown forward and hitting the pilot side window as it struck the ground. There were no "Mayday" calls made from the aircraft. I was not conscious following the impact. My next recollection was feeling like someone was stepping on my arm. The CFI was exiting the aircraft. I smelt the burning fuel and saw the smoke. I was still strapped into my lap belt. I immediately exited the aircraft and followed the CFI to the top of the hill, to escape the possibility of an explosion.

We reported to the ambulance and were transported to Kennestone Hospital for medical treatment.