



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 27, 2019
Person Contacted: Gregory Marlow
NTSB Accident Number: N22GM

Narrative:

Mr. Gregory Marlow was contacted by phone on March 27, 2019, at about 1720 EDT. He was called by the FAA ROC at his cellular phone of [REDACTED]. He provided an e-mail address of [REDACTED]. He was also called at 1854 EDT via Chief McCarter's cell phone [REDACTED] to clarify the position of the fuel selector.

At the beginning of the call he was informed that I was the NTSB Duty Officer for the eastern U.S., and had received notification of the event involving N22GM. Shortly after that conversation began FAA inspector Shannon Bengeyfield of the Nashville FAA Flight Standards District Office joined the call.

Mr. Marlow provided a certificate number of [REDACTED]. He indicated that he has an ATP certificate with ASEL and AMEL ratings. He indicated that he was a pilot with American Airlines. He has 1 leg, and was flying with Basic Med.

The Bearhawk airplane is an experimental amateur built high wing airplane, comprised of tube and fabric fuselage with metal wings. It is equipped with a IO-360 engine that is fuel injected, and controlled by a EFII computer. It was designed to be a four-place airplane, but he has it set up as a two-place with a cargo area. The maximum gross weight is 2,550 pounds. It had dual batteries, and at the time of the loss of engine power had adequate battery voltage. The normal fuel pressure reading is 30 to 36 psi. It is equipped with a fuel tank in each wing, and a bladder tank in the fuselage. The wing tanks each have an independent fuel shutoff valve, and they gravity feed into a header tank.

He departed the Kite Field Airport (97TN), Jonesborough, Tn, with about 40 gallons of 100LL fuel, for a local flight to Gatlinburg, TN, then return to 97TN. He had been airborne about 1 hour, and while flying with each wing tank fuel tank shutoff valve in the open position, in a left

turn, with about 20 gallons in the left tank and 10 gallons in the right tank, the engine lost total power. The fuel pressure was 25 to 30 psi after the engine quit, and he was analyzing the situation and attempting a restart. He switched the EFII to “emergency power”¹ That did not restore power, so he initiated a glide and flew towards the Gatlinburg-Pigeon Forge Airport (KGKT), Sevierville, TN., but it was too far away. He looked for a forced landing site, and noted a field. He landed in the field but was unable to stop before a steep downslope. He went down the slope and came to rest upright in a creek. Because of his 1 leg and the position of the airplane, he required assistance getting out of the airplane. He was able to turn off 1 of the wing tank shutoff valves. He estimated that he had about 25 gallons remaining at the time of the accident.

He was not injured. Postaccident fuel was noted leaking from the left fuel tank fuel cap. He also reported that the left main landing gear was collapsed.

Chief McCarter of the Sevier County Sheriff’s Department indicated that the Civil Air Patrol confirmed that the emergency locator transmitter (ELT) activated. They would turn it off. He also indicated that the resting position of the airplane was at about 35° 50’00.81”N and 083° 29’39.95”W.

The digest was e-mailed to him for review on March 27, 2019. He replied the same day at 2252 EDT, with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on March 28, 2019.

¹ Designed to add a predetermined amount of fuel to allow engine to operate at slightly reduced power setting to “limp home.”