

**Investigative Report
SEVIER COUNTY SHERIFFS OFFICE**

DATE : 03/28/2019
TIME : 11:43:32AM

Sequence No: 001

Page 1 of 2

Case Number: 201908503	Reporting Date: Thursday, March 28, 2019	
Case Agent: MCCARTER, JEFF - Badge: 104	Title:	
Reporting Officer: MCCARTER, JEFF - Badge: 104	Typed By: 107A	Date: 03/28/2019
Purpose: INVESTIGATION		

On 3/27/2019 at app 1645hrs I was notified of a plane crash on Leatherwood Rd. in Sevier County. I responded to the scene arriving at app. 1700hrs. Upon arrival Sevier County Fire, Rescue Squad and other emergent responders were on the scene. I had already contacted dispatch to notify the Civil Air Patrol to respond and check for an active ELT on board the aircraft. I observed a small yellow single engine aircraft tail number N22GM nose down in a small stream app. 30 yds behind a residence. Fire Dept .and Emergency Management was there containing a fuel leak coming from the wing of the aircraft. I was then directed to an individual who was identified as the pilot of the aircraft, Gregory Marlow. EMS was present and Marlow stated he was ok and was refusing medical treatment or transport to a medical facility. I identified myself to Mr. Marlow and ask him what happened. He stated that the flight originated in Jonesboro Tn. and that he was had been doing some adjustments on a trim tab on the plane and took it out for a flight and was at app. 3000 ft MSL near Dollywood when he had a sudden loss of power. He stated he turned the aircraft to try and make it to Pigeon Forge-Gatlinburg (KGKT) airport but could not make it and that he spotted a clearing/field and attempted to make an emergency landing in it. The clearing was an uphill incline and the pilot stated he could not get the aircraft stopped and it crested the hilltop and became airborne again and then ended up in the stream at the bottom of the hill where it came to rest. Marlow stated that he then exited the aircraft after he saw it leaking fuel. Marlow stated that he built the aircraft over a period of 4 years and that he had accumulated app. 40-45 hrs in aircraft since he completed it in November 2018. Marlow stated that the aircraft gave no indication of trouble before the loss of power and that the prop was wind milling upon decent apparently under no power. He stated he was traveling at app 45- 50 knots when he touched down in the field.

I was given a number from dispatch to call a FAA representative and the pilot stated he was on the phone with them. I then talked with Maribell at [REDACTED] and we then had a conference call with Tim ? [REDACTED] of the NTSB. I then gave them the information I had at the time and they also has some follow up questions for the pilot. Tim stated that we could move the aircraft from the stream since it was leaking fuel and leave it in the grass area until FAA investigators came to the scene. I then called Bakers Towing and they responded to the scene. We conferred with the pilot on the strongest point of the aircraft to sling lift it and he agreed that under the nose and rearward section of cockpit would be the strongest point, He stated that the CG was at or near the twin antenna's on the wing. Fire and EMA pumped the remaining fuel from the aircraft an it was hoisted via a sling and lifted out and placed on the creek bank. The pilot stated that he had app. 35 gallons of fuel on board when he went down 25 gal. in the left wing and 10 gal. in the right wing. Prior to removal Lt. William Penzin of the Sevier Co. Squadron Civil Air Patrol had arrived and disabled the ELT on the aircraft and also photographed the tag on the ELT. He stated that it had activated and was emitting a signal when he arrived. The aircraft was left in place awaiting the arrival of the FAA . I photographed the cockpit interior and panel immediately upon its removal from the stream in its original condition Marlow had a friend arrive on the scene to pick him up and he removed some items from the cockpit including a headset and portable aircraft radio,pitot tube cover,fire escape, smoke hood,flashlight, USB charger cord, survival knife, pocket co2 meter on a chain with a class type mens ring on it and a tan colored vest. The area was heavily patrolled during the night and the property owner was instructed to call the sheriffs office if anyone came around the aircraft. The investigation was turned over to FAA . On March 28th at app 1010 hrs I made contact with FAA investigator Paul Jones and he is enroute to Sevier County to complete the investigation.

Note:

Det. Tim Farmer also photographed the scene with his digital SLR camera upon his arrival around 1700hrs and photo's are on file. Also

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Page 2 of 2

EMA director Joe placed containment booms in the stream and also had an environmental company called to the scene to deal with the spilled fuel in the stream.

Note:

The Aircraft was identified as a 2018 Bearhawk kit built/experimental class plane ser#59-187/188-829 manufactured by Avipro Aircraft LTD. Marlow stated that he constructed the aircraft over a period of app. 4 years and had app. 2000 man hours in its construction and completed it in November 2018. The aircraft is register to Gregory S. Marlow [REDACTED] Telford Tennessee. Marlow holds a current FAA pilots license and is a rated ATP certificate# [REDACTED] date of issue June 14 2002. Marlow stated his medical certificate is Basemed.

Officer Signature: _____

Approving Officer: _____

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Incident Report

DATE: 03/28/2019

TIME: 11:39:55AM

Case Number: 201908503

Page 2 of 2

crash. Upon arrival I made contact with Sevier County EMA and Fire Dept. I observed a small single engine plane that had crashed into a small stream with it coming to an uncontrolled stop onto the property of [REDACTED] owned by Boyd Kittle [REDACTED]. There appeared to be no apparent property damage. The plane, a 2018 Bear Hawk Experimental, is owned and operated by Gregory Marlow. Mr Marlow stated he was not injured in the incident and denied an EMS prior to my arrival. Mr Marlow stated that when he was flying, the aircraft lost power causing his decent. He further added that he observed what appeared to be an unoccupied and open field and attempted to land.

Deputy Chief McCarter arrived on scene, interviewed the pilot and then made contact with the appropriate federal agencies. Lt Carr arrived on scene and briefed us that the FAA/NTSB would be sending someone to investigate. Baker's wrecker service was dispatched to removed the plane from the creek due to fuel leaking into the stream. Lt William Penzin [REDACTED] with the Civil Air Patrol arrived on scene to turn off the transponder box. The plane's final resting location was 35d 50' 0 N, 83d 29' 44 W. Body camera is available.