

A statement of my actions following the crash of N84287.

At approximately 12:15 PM on August 13, 2019 I received a phone call from an individual who identified himself as Sgt Smith who asked me if I was alright. I said yes of course and asked why he would ask that question. Sgt. Smith then proceeded to tell me the organization he was with and told me the ELT in N84287 was going off and asked me if I knew anything about it. I told him that the aircraft was on the ground in Brewton Alabama and I would call the airport and check on it. He asked me to call him back on the same number from which he called me on and let him know. I called the Brewton Airport and talked to my staff. My staff told me the aircraft had been departed for Pensacola Florida for approximately twenty minutes. I then called Innisfree FBO on KPNS and asked if the aircraft was located there. The CSR told me they had not seen him. I called the KPNS tower and asked if they were working N84287. The tower told me according to their records they had not worked that tail number. The tower transferred me to the TRACON and inquired the same information from them. The TRACON Watch Supervisor advised me that they also had not worked him. The Supervisor gave me the TMU phone number for Jacksonville Center. I called the TMU and advised them what I needed and was told that center had no recent record of N84287, and they transferred me to the original caller Sgt. Smith. I told Sgt. Smith that it appeared that the aircraft was down and asked him for the GPS coordinates from the ELT. Sgt. Smith gave me the numbers and I advised him that a search for the aircraft was being initiated. Please bear in mind that all the former described took place over a period of approximately twenty minutes. After advising Sgt. Smith that we were initiating a search. My son and I took off from 12J in N75831 a Cessna 172, using the GPS numbers provided to us by Sgt. Smith. We were able to locate the aircraft within five min or our departure from 12J. I could see the pilot in the wreckage and could tell that he was badly injured but alive. I then climbed up to 1500 MSL and contacted KPNS TRACON on 119.0. The controller radar identified me, and I proceeded to tell him to situation and that I needed a helicopter to get the pilot out and get him to a trauma center. I also used my cell phone to contact Investigator Brandon Burkett with the Escambia County Alabama Sheriff's Office. I proceeded to brief Investigator Burkett on the situation and tell him what was needed to recue the pilot. Mr. Burkett alerted all other law enforcement and rescue agencies. I remained over the site and coordinated the rescue operation by two-

way radio with Mr. Burkett and PNS TRACON. I continued to advise ATC that we need a helicopter to facilitate the rescue. ATC advised me that they were talking via landline to two different agencies to get a Life Flight on the scene. They said that due to deteriorating weather conditions they could not get a helicopter out of Pensacola but that they were still working on it. After approximately thirty minutes from the time I called Mr. Burkett, he arrived on scene with other rescue personnel and began administering aid to the downed pilot. Mr. Burkett asked me via the two-way radio about the location of a rescue helicopter. ATC advised me that Coast Guard Rescue Helicopter was training nearby but did not have a medical team on board, but they were willing to transport the patient and any medics on scene. I then confirmed the need for their help. They advised that they were forty miles, eighteen minutes from the scene. ATC gave them the GPS numbers to the scene. The Coast Guard arrived a nearly the same time the medic had secured the pilot for transport. The pilot and medic were loaded onto the helicopter and I asked them to take the pilot to either Baptist Hospital or Sacred Heart Hospital Trauma Unit. ATC advised the rescue helicopter that Shann's Rescue Helicopter was lifting off the helipad at Sacred Heart Hospital and they would direct them to the landing pad. After the Coast Guard left the scene, I returned to 12J. There was a helicopter on the ground at 12J and the pilot volunteered to take me to the crash site. Upon my arrival at the site I meet a Santa Rosa County Deputy and advised him that I needed to remove the ELT from the aircraft and turn it off. After having done so, I gave the now disabled ELT to the deputy who then placed it back in the aircraft cockpit. I departed the crash site back to 12J. I then left 12J via POV and drive to Sacred Heart Hospital. [REDACTED]

The approximate total time elapsed during these events is two hours.

[REDACTED]
[REDACTED] Freddie W. McCall, Jr.