

WITNESS INFORMATION AND STATEMENTS

Name: Alan Stayton

Address: [REDACTED]
Sevierville, Tennessee 37862

Phone No. [REDACTED] Age: _____

Email: _____

Signed Statement Taken: X Yes No

Name: Zack Butler

Address: [REDACTED]
Sevierville, Tennessee 37862

Phone No. _____ Age: _____

Email: _____

Written Statement Taken: X Yes No

Name: James Garst

Address: [REDACTED]
Sevierville, Tennessee 37862

Phone No. [REDACTED] Age: _____

Email: _____

Signed Statement Taken: X Yes No

Name: _____

Address: _____

Phone No. _____ Age: _____

Email: _____

Signed Statement Taken: Yes No

Alan Slayton Statement



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■ Whole Conversation was advisory
- Most of the conversation was about flying in Utah

- I advised Matt to really watch the weather, although although the mountains are lower in elevation, they have some wild terrain, be very cautious

* If you do go, follow I-40, that way you always have a place to land.

* There is basically nowhere to land in Smoky Mountain National Park, so be very cautious, especially with low cloud weather.

* Greenville, S.C. has a restaurant to get food.





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* Our ^(Smokies) Mountains do not run North and South like yours. Flying in a straight line under the highest (Ridge) points is extremely difficult, especially in IMC. When in doubt, turn around.

* Most of the conversation was about how I has to divert into Wendover, Nevada.

* Told him that you need 7,000 feet MSL to get over these mountains. Not advised if not.

ALAN STANTON



RA199-575A Brake Kit Contents:

1 - RA095-01100	WASHER	3 - RA159-07400	ROTATING DISC
8 - RA107-03700	WIPER	72-RA109-03000	WEAR PAD
6 - RA101-02500	PISTON O-RING	55-RA105-08701	RIVET
2 - RA101-00700	BLEEDER PORT O-RING	55-RA105-02401	RIVET

Zack Butler Statement

Yesterday on Dec 29 I briefly spoke to matt about his flight and his flight plan. He informed he was planning on dodging ~~the~~ the weather from the west by flying east towards Douglas. I informed him of the mountains to which he told me "Those are hills". ~~He~~ He had previously informed me that he had 14 years of flying

experience and at least a portion of it doing firefighting in the Rockies. ~~I told him~~ I informed Matt of the

high rate of fatal crashes in the Smokies due to CFIT. I even told him we had a book on our shelf that was about these incidents. Matt didn't heed my warnings. He asked me what the best way to fly through the mountains and specifically about the I-40 pass. I told him it was probably the best way but warned him of unmarked wires along the pass. I discouraged him from flying in the weather again

in my
mind
"I told him"

and increased
terrain

but I understood that he had been flying for 14 years. I did not fill out a flight plan for him and only had a brief discussion about the smokies. All of our other conversations were about the company he was planning on starting. I was surprised to see him pickup and take off. All of this with the understanding that he was a private owner and he ~~was~~ was going to do whatever he wanted regardless of any warnings. I do not understand why he would try to take off under IFR conditions and fly directly towards the mountains after repeatedly being told that flying today was not a good idea. I believe he had some understanding of the dangers regarding his flight because as he was leaving he told me he would call one of our guys to let us know he made it.

Sevier County Choppers INC

[REDACTED]
Sevierville, TN 37862

To Whom It May Concern,

3 Jan 2022

The pilot who picked up N544SC came in Wednesday morning to pick up the aircraft. He was in our facility when I arrived around 9AM. I said hello and went about my work since I had to leave around 12:30 for a root canal in Knoxville at 2PM.

He had looked over all the aircraft books and had done an acceptance flight in the traffic pattern when the weather was low but acceptable for a traffic pattern. He told me he was taking it back to Utah and I mention the bad weather and I invited him into my office to discuss that. He told me what he had planned for a route based on the current weather in the area which had gone down since he flew earlier. He was planning on going a little north at first and then west towards Oklahoma. I didn't look at the weather as I was trying to head to my dental appointment but I looked him in the eye and told him to always fall on the side of safety first and he insured me he would.

It wasn't until after 3PM when I heard he had gone down. I also learned from my son, Jimmy Garst, that he had changed his mind and wanted to go to North Carolina.

The weather that day would have never allowed a helicopter without full IFR capabilities to get to where he wanted to go. Several people told me they advised him not try it but my son said he left anyway.

I wish I could help you more but this is all I did with him that morning.


James H. Garst

Owner

Sevier County Choppers INC
[REDACTED]