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OAS-Eastern Region Aviation

Date: June 12, 2023

Subject: ERA23LA264, Record of Conversation/Interview

Contact: Eric Garrison

Mr. Eric Garrison was contacted on May 22, 2023 at 1105 EDT. He was called at [REDACTED] and left a voice mail message. He returned the call the same day at 1130 EDT. He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He indicated that earlier that day he had flown to Knoxville Downtown Island Airport (DKX), Knoxville, Tennessee, where after landing he topped off the fuel tanks. He then departed DKX and flew to John C Tune Airport (JWN), Nashville, Tennessee where he again topped the fuel tanks, and had lunch. After fueling he performed a preflight inspection which included a check of the fuel tank sumps and reported no discrepancies. He departed JWN and about 30 minutes into the flight, it was, "like flipping a switch." The engine began losing power and was running rough like it was running on 2 cylinders. He broadcast a mayday call and the air traffic control controller attempted to help but the nearest airport was located 17 miles southeast of his position. He advised the controller that he was planning on putting the airplane down in a field, and performed a controlled landing in the field containing wheat crop. After touchdown the nose landing gear broke off and the propeller contacted the ground.

He was asked by NTSB the following –

Was his passenger a pilot and what was the name of that person?
Debbie Cook. She is not a pilot and sustained scratches and bruises.

NTSB Questions Continued –

How would we find the accident site?

It was near [REDACTED] Lancaster, TN. The land owner is Pauline Bennet, whose contact is [REDACTED] Her son's phone number is [REDACTED]

What time did you depart JWN at?

A few minutes before 1400 CDT.

Did you have a flight plan filed?

No. He had VFR flight following. He was at 3,500 ft mean sea level (msl).

Are you the owner of the airplane?

Yes.

How long have you owned it?

About 3 years.

Have you had any previous engine problem since owning it?

None.

Do you have an engine monitor installed?

No. I do have a temperature gauge but not for each cylinder. He checked both magnetos which were functional and also carburetor heat but there was no carburetor icing. It felt like it was running on 2 cylinders and was, "shaking the whole time."

What was the time of the accident?

1430 CDT.

Do you have any pictures of the airplane in the field?

Yes, on his cell phone.

Is the airplane insured?

Yes, but as of our call he has not been contacted by an adjuster.

What is the latitude and longitude of the airplane?

I don't know.

What air traffic control facility was he talking with?

Nashville air traffic control tower.

The call ended at 1141 EDT.

The digest was e-mailed to him for review on June 12, 2023. He replied on June 14, 2023, at 1646 EDT with comments that were incorporated into the narrative. The FINAL digest was e-mailed to him on August 7, 2023.