



## MEMORANDUM for RECORD

**Ralph E. Hicks**  
**Senior Air Safety Investigator**  
**Eastern Region Aviation**

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**Date: October 2, 2019 and May 5, 2020**  
**Person Contacted: Jeff Melton, Copilot of N8JR**  
**NTSB Accident Number: ERA19FA248 – Elizabethton, TN**

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This investigator interviewed Mr. Melton by telephone. He reported the following:

Regarding the accident sequence, Mr. Melton confirmed that the pilot did not attempt to use the thrust reverser emergency stow switches during the go-around attempt.

Mr. Melton was aware of the flight manual prohibition of a go-around when using the thrust reversers and the speed brake limitations in the AFM.

When asked if the approach was “stabilized,” he stated that it was not.

Mr. Melton was asked about the quality of the initial training (FlightSafety) and recurrent training (TRU Simulation). He was happy with the quality of training at both facilities and had no issues with them. Both training programs covered all aircraft systems well, including the speed brakes and thrust reversers.

Mr. Melton agreed to provide copies of the training records for himself and Mr. Pope.