



MEMORANDUM for RECORD

Ralph E. Hicks
Senior Air Safety Investigator
Eastern Region Aviation

Date: June 9, 2020
Person Contacted: Jeff Melton, Copilot of N8JR
NTSB Accident Number: ERA19FA248 – Elizabethton, TN

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

Mr. Melton acknowledge that, during the accident flight, they were maneuvering around clouds, maneuvering around other traffic, and were looking for landmarks on the ground (ridgelines) to help them find 0A9. In retrospect, he did not feel that any of these issues caused a distraction for the crew or increased their workload more than a routine VFR flight. The weather overall was good and they had flown into 0A9 “multiple times.”

Mr. Melton stated that he was well rested for the flight. He didn’t have any issues with sleep or any other personal distractions that would have affected his performance.

The flight was to drop Dale Jr. off in Elizabethton and continue on to San Antonio with Dale’s wife and daughter. The flight left Statesville on time, so there were no time pressures on them. Dale did not have to be in TN until the next morning and there were no issues arriving at San Antonio on time. They were planning to remain overnight in San Antonio.

Mr. Melton stated that there would have been no repercussions from Dale or his wife if he they had elected to discontinue the approach and go around. They had discontinued approaches before for other reasons and Dale had no problems with that at all.

Mr. Melton stated that Mr. Pope (the pilot) had not had any performance issues while employed by JRM Air. Their latest recurrent training, as a crew, was uneventful; Mr. Pope performed well during the training.

Mr. Melton concluded the interview by saying that he had soul-searched the event many times since the accident and could not explain why the airspeed on final became high and the approach became unstable.