



MEMORANDUM for RECORD

Ralph E. Hicks
Senior Air Safety Investigator
Eastern Region Aviation

Date: May 21, 2020
Person Contacted: Mike Pope, Pilot of N8JR
NTSB Accident Number: ERA19FA248 – Elizabethton, TN

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

The reason they elected to fly into Elizabethton vs. Tri-Cities was that they liked the airport. It was not an issue with landing fees....Mr. Pope was not aware of any difference in fees. He didn't get involved in that side of the business. The runway was long enough at Elizabethton, they liked flying in there, and they had flown in there before without any problems.

Mr. Pope stated that the training at TRU Simulation and FlightSafety was "spot on." They covered all the aircraft systems well, including the thrust reversers. Mr. Pope was aware of the prohibition of touch-and-go landings with thrust reversers and the speed brake limitations in the AFM.

Mr. Melton did not attempt to use the thrust reverser emergency stow switches during the accident. He was primarily concerned with getting the airplane on the ground and didn't consider using them.

Mr. Pope did not feel that his command authority (as PIC) was diminished with Jeff in the right seat. They worked well as a crew and they each tried to anticipate what the other would want to do. They did the same thing in training. When asked about the go-around decision, he said he was not pressured by Jeff's remark to continue the landing. The landing seemed to happen quicker than he anticipated.

Regarding the use of thrust reversers: he normally would wait until the airplane slowed on the ground before deploying the thrust reversers. Although he recalled stating in final

that he would be getting on the reversers, he may have deployed them too quickly accidentally.