



# NTSB RECORD OF CONVERSATION

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**Date: August 16, 2019**

**Person(s): Jeffrey Scott Melton and Richard Michael Pope (Flight Crew)**

**NTSB Accident Number: ERA19FA248**

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## **Narrative:**

Mr. Melton and Mr. Pope were interviewed by the NTSB investigative team at the Elizabethton Municipal Airport (0A9), Elizabethton, Tennessee on August 16, 2019. The Federal Aviation Administration Coordinator and Textron Aviation Party Coordinator were also present for the interview. The following is a summary of what they reported:

- They arrived about 2 hours prior to their departure time of 1:00PM local time at the Statesville Regional Airport (SVH), Statesville, North Carolina. Statesville was the base for the airplane and flight crew. They reported that the airplane was hangared, preflight was normal, and they pulled the airplane out for fueling.
- The passengers arrived and the flight crew loaded their bags into the airplane. Everything was normal throughout the preflight, fueling, and passenger boarding. The airplane had no discrepancies.
- They reported their takeoff weight was 28,200 lbs. They reported that they had 8,800 lbs of fuel on board.
- The flight crew reported that they departed for 0A9 under visual flight rules (VFR), and they did not file a flight plan. The weather was VFR throughout the duration of their flight to 0A9. Their cruising altitude was 12,500 ft.
- They reported that they have been to 0A9 "several times." The flight crew reported they did not utilize air traffic services during the flight. They did announce their position on the 0A9 common traffic advisory frequency (CTAF).
- They maneuvered to perform a visual approach for runway 24. There was nothing abnormal about the approach.
- Mr. Pope stated he was carrying extra speed on the approach because the airplane "slows down so easy."



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- The flight crew reported their Vref speed was 108 knots and their target speed was 112 knots.
- The airplane's initial touchdown was firm, just past the runway 24 painted numbers. Mr. Pope stated that their initial touchdown was "pretty hard" and the airplane "came back up" off the runway. They reported that the thrust reversers were applied after the initial touchdown.
- The flight crew reported that when the airplane settled back down to the runway, it bounced a second time, and the thrust was added to go-around.
- Mr. Melton stated that after thrust was increased, "the power never comes." After they attempted to increase power, and they did not feel the power come, power was pulled to idle, and the thrust reversers were again applied as the airplane touched down for the third time.
- When thrust was added to go-around, Mr. Melton stated that he observed a Red and Amber T/R (Thrust Reverser) Deploy Message CAS message on the multi-function display.
- They believed their third touchdown occurred about 1/2 of the way down runway 24.
- After the third touchdown, the crew reported that they were both "on the brakes" and the airplane was skidding to the right. It seemed like the right main landing gear had collapsed.
- They reported that the airplane was skidding and it did not feel as if the airplane was decelerating at all.
- They reported that they yelled "hold on" to the passengers.
- The crew reported that the airplane skidded into the grass and hit an airport fence.
- The flight crew reported that they believed the total evacuation time was about 2-3 minutes. They reported that Mr. Earnhardt was trying to get the emergency over the wing exit door open, and Mr. Pope was assisting him, but they could not get the door open.
- The flight crew reported that they could not get the main cabin door open initially. After the attempts to open the over the wing emergency exit was unsuccessful, Mr. Melton again tried to open the main cabin door, and on this second attempt, he was able to get it partially open. Mr. Melton stated that it felt like the outer door handle was pushing on the ground.
- The crew reported that there were no serious injuries.
- The flight crew reported that they in the past had briefed their passengers on how to open the emergency exit door. They believed during this flight; the emergency exit door pin had been pulled.
- Mr. Melton recalled that he pushed both fire engine bottles and turned the batteries off as he was leaving the cockpit.
- The flight department was JRM Air. The accident airplane was the only airplane they operate. Mr. Melton reported that he is the Director of Operations.



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- In summary the flight crew reported that they felt like the thrust reversers did not stow when they attempted their go-around.
- The wind was calm during the landing. The landing weight was 27,508 lbs. and they reported the flight computer stated they needed 3,000 ft for their landing.
- They estimated their total time enroute to be about 17 minutes.
- Their last recurrent training was in October 2018 at Tru Simulation in Tampa, Florida.
- Mr. Pope reported that his total flight time was about 5,800 hours and 750 hours in the make and model. He had been with the company for about 2 1/2 years.
- Mr. Melton reported that he had 11,000 total flight hours and about 1,150 hours in the make and model. He had been with the company for about 14 years.
- They reported that they switch seats often and the both are pilot in command type rated for the accident airplane.
- The purpose of the flight was to continue onto to San Antonio, Texas (SAT airport).
- The flight crew reported that they have never performed an aborted landing, or balked landing, as they attempted during this flight. They also reported that they do not recall performing aborted landings at any of their simulator trainings.
- They reported that they had this airplane for about 4 years.
- They both stated that they were not using their cell phones during any portion of the flight.
- They could not recall any unusual engine indications throughout the flight.