

PILOT:

GRAEVES, Scott Vincent      W-M      [REDACTED]      5'11"      180#

[REDACTED]

Brookeville, Maryland 20833

Maryland License # [REDACTED]      Class: C,M

H) [REDACTED]

C) [REDACTED]

Wife's #) [REDACTED]

On 10-23-2014 at approximately 1900 hours I contacted Mr. Scott Vincent Graeves at Meritus Medical Center Emergency Room (Trauma Room #4). While speaking with Mr. Graeves he advised he was piloting the aircraft when the mid-air collision occurred. He said at approximately 1300 hours on this date he and his passenger departed Chattanooga, Tennessee (Cleveland Jet Port) call sign KRZR. He advised he piloted the aircraft towards Martinsburg, West Virginia, which was his turn point. He stated he made radio contact with "Potomac Approach" which apparently assumes air traffic control for this area and informed them he had Frederick in sight. He was instructed to switch over to the tower at Frederick and communicate with them. He explained that he was approximately 10 miles from the airport at an altitude of approximately 3,000 feet. He made contact with Frederick and was instructed to maintain altitude and contact them again when he was three miles from the airport, he said he was headed towards runway "three zero". When he was three miles from the airport he contacted the Frederick tower as instructed. At this time he was informed by the tower that there were three helicopter's in the area, he instructed the tower he could see two (one was at the 12 o'clock position in front of him and the second was at a distance to his 9 o'clock position). He explained as soon as he informed the tower of that he observed, to his immediate left (9 o'clock position) the third helicopter was very close to his aircraft. Mr. Graeves said he immediately pulled the stick to attempt to gain altitude and avoid a collision, he felt the impact on the left side, possibly the wing or wheel area. He stated the aircraft began to nose dive, the aircraft is equipped with a parachute, which he pulled and the chute deployed. He believes the collision occurred at an altitude of approximately 1100 feet to 1200 feet. Mr. Graeves said he and his passenger drifted to the ground and struck a tree. He said his "traffic alert" never indicated another aircraft in the area (traffic alert: notifies pilot of other aircraft nearby and feeds off of the other aircrafts "transponder"). He advised he has been a pilot for nine years and has not had any issues. The aircraft is a 2006 Cirrus, SR-22, single prop, four passenger plane with a tail number of N122ES. Mr. Graeves was transported to the hospital for minor injuries and was treated and released.

PASSENGER:

Gilbert Lee Porter W-M [REDACTED] 6'2" 240#

[REDACTED]

Sandy Spring, Maryland 20860

H) [REDACTED]

C) [REDACTED]

On 10-23-2014 at approximately 1925 hours I spoke with Mr. Gilbert Porter at Meritus Medical Center Emergency Room (Trauma Room #3). He advised he could not provide much information as he was the passenger. He said they departed Tennessee between 1230- 1300 hours on this date and were traveling to Frederick, Maryland. He also said he noticed two helicopters on approach to the airport and never observed the third. He said the pilot had quick instincts to pull the parachute. Mr. Porter advised he was a pilot but has not piloted a plane for approximately 12-13 years since suffering a stroke. Mr. Porter advised there were several hero's on the ground, he said two men helped him out of the aircraft, he believes one was a mailman and the second may have been named "Earl". They were able to quickly get them out of the aircraft because it was leaking fuel. Mr. Porter received a minor abrasion on his nose and minor soreness; he was treated and released from the hospital.

NARRATIVE:

On 10-23-2014 at approximately 1805 hours I was requested by TFC Bowers to respond to Meritus Medical Center and interview the two listed individuals' reference to a plane crash he was currently investigating. Upon my arrival I contacted Frederick City Police Officer Kemp # [REDACTED] (patrol division), he advised he was awaiting my arrival prior to departing. I then made contact with both Mr. Graeves (pilot) and Mr. Porter (passenger) and obtained statements from both. After obtaining both statements they were discharged from the hospital and departed with family members. I advised them they would likely be contacted in the future by NTSB/FAA.

Request case remains open, report forwarded to TFC Bowers case file.

Updegraff : 3 hours