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ASI  
ERA-AS

**Date:** [1/3/2022]  
**Subject:** [ERA22LA089/FAA Investigation Statement]  
**Contact:** Robert Follis, IIC, FAA

The information below is a transcription of the FAA inspector's statement.

*"At 1125 central time; I was notified by my FLM that there was a crash in the Knoxville, TN area and he requested I travel over to investigate IAW Order 8020.11D. At this time the aircraft was reported destroyed by post crash fire and there were two occupants; both reported alive but badly burned. An airworthiness inspector was already en route to the location and it was determined that I would not get to the site before night fall and I would plan on being at the site at first light to meet with the manufacture's representative and start working to get all information needed for the field phase of the investigation and coordinate with NTSB. Since the aircraft was completely destroyed by post crash fire, it has been determined this is an accident. Upon reaching site and IAW 8900.1 Vol 7 Chapter 1 and Order 8020.11D; IIC duties began with coordination of Cirrus Representative and NTSB investigator to get the on site investigation items completed and the wreckage removed. It was determined on site that the aircrafts parachute system was deployed in the air prior to aircraft impact. During the process of finishing the on field examination; we were notified that one of the pilot/passengers had died. NTSB and CAMI were notified. Inspectors from CE19 office took a tox box to the medical official and NTSB Investigator and CAMI coordinated with medial examiner on autopsy instructions. IAW 8020.11D Chapter 3, 18; a phone conference took place between NTSB, Cirrus representative and IIC. During the discussion the Cirrus representative asked what to do with 3 parts removed from the aircraft. The NTSB did no have a place to send them as of this date. The IIC per NTSB took possession of 3 pieces of the aircraft for further review. These items are identified as: 1. Auto pilot controller box (has a memory card installed internally). 2. The PFD (has memory installed internally) 3. The memory card from the MFD. The field*

phase of the investigation was completed on 12/17/2021 at approximately 1200 eastern time. The wreckage was turned over to the salvage company for removal. The removal was completed at approximately 1430 eastern time and the crash scene was released to the contractor for Amazon. After contacting Vanderbilt Hospital Police and getting Hippa approval. I contacted the nurse for the second pilot/passenger and determined his condition was stable. NTSB was notified. The investigation continues to determine which pilot occupied which seat. Airworthiness has the aircraft logs on the way. Evidence folder was created on FSDO O drive under: O:\Accidents\N162AM Started analyzing evidence to generate 8020-23 report for ATQA and NTSB. All data being reviewed indicates a possible Wake Turbulence encounter. Still do not know which person was sitting in LH or RH seat. Mr. Schneider (deceased) did fly the aircraft from Denver the previous day. CAMI and MsatA review shows Mr. Schneider's 3rd class medical expired in the month of August of 2021. After review of ATC data received and quotes from Mr. Schneider before he was taken from accident scene indicate wake turbulence is the primary indicator for this accident. The ATC data supplied included the radar and voice data. There was no mention of wake turbulence to the Cirrus noted. Reviewed ATO JO 7110.65Z and JO7110A and determined ATC should have issued "caution wake turbulence" to the Cirrus before landing clearance or during landing clearance. Adding this to the 8020-23. The ATC data supplied included the radar and voice data. There was no mention of wake turbulence to the Cirrus noted. Watched video (not from accident flight) that demonstrated the My Go Flight HUD installation that was being demonstrated during this flight. Still reviewing all supplied evidence. Reviewed cell phone video that shows the time right after the crash. Mr. Booher can be seen walking away from a fire (his clothes smoking); Mr. Schneider cannot be seen. It is assumed he is still in the fire based on his statement in the police report. In Mr. Schneider's statement pulled from the Alcoa Police records it is my opinion that Mr.

Booher was in the left seat. Spoke with the two persons (not pilots) that work with My Go Flight. They stated they did ride over on N162AM the day before with Mr. Schneider to the Cirrus facility in TYS. It is their opinion that Mr. Booher would be in the left seat for the demonstration of the My Go Flight HUD or he would not be able to see it. This opinion does line up with the evidence in hand."