

IIC ASI Corey Paczkowski's Statement
Written March 9, 2022
Accident File Number N987AA
N987AA Cirrus SR-22 Serial Number 0513
Accident Date February 09, 2022 at Moore County Airport (SOP)



I investigated an accident that occurred on February 09, 2022, at 17:50 EST. This office was notified on February 09, 2022, at 18:52 EST. I was assigned as IIC (Inspector in Charge) along with ASI John Combrinck-Graham. Two people were on board N987AA at the time of the accident and no injuries were reported. The aircraft is registered to CraigAir LLC, located at 10 Wellington Drive, Pinehurst NC, 28374. Mark Alan Craig was the Pilot in Command (PIC) of N987AA. Because there were no injuries to the pilot and due to the current Covid pandemic at the time, it was decided not to go to the scene of the accident. Our office had the pilot email us pictures and his statement of the accident.

I interviewed the pilot Mark Craig on February 11, 2022 on the phone and he stated that he flew from Moore County Airport (KSOP) to Harnett Regional Jetport (KHRJ) to get fuel and check out a newly installed fuel transducer. Mr. Craig stated that he had a passenger that was on board the aircraft that came along for the ride. On the return flight from HRJ to SOP, the PIC stated that he first saw the military helicopter at the approach end of runway 5 at Moore County airport when he was on a 3 mile final for runway 23. The PIC stated that the helicopter was low to the ground moving off to the east of the runway. The PIC stated that it was hard to see due to the glare from the setting sun. The PIC stated that the next time he saw the helicopter, it was at his nine o'clock position and high above him and passing him in the opposite direction while he was over the runway 23 approach end in the flare. PIC stated that the helicopter appeared to be heavy, full of armaments and could have been an Apache. The PIC stated that after the helicopter passed off his left, his plane experienced severe turbulence which caused the left wing to go down. The PIC stated that he recovered from that and a few seconds later the right wing went down and hit the runway followed by the nose wheel hitting the ground which caused it to break off. The plane then skidded off to the right into the grass and a fire started on the left wing. The pilot and passenger exited the aircraft with no injuries.

Mr. Craig stated that the insurance adjuster and the airport manager moved the aircraft off the runway. Mr. Craig stated that he only took his personal things off the aircraft but his medical certificate, registration certificate, and airworthiness certificate were still on

board. Mr. Craig then gave me some possible witness names and numbers. Mr. Craig stated that N987AA is based out of the Moore County Airport (KSOP). He stated that the maintenance logs were in his hanger at KSOP.

The following is Mr. Craig's written statement from an email dated February 10, 2022:

- I was over runway 23 in the final touchdown phase, and I experienced unexpected turbulence, which I now believe was generated from a military helicopter. I recovered from the 1st roll, then immediately experienced severe turbulence again at which time the aircraft right wing struck the runway and nose gear struck the runway and skidded right to the grass median between the runway and the adjacent taxiway.

On February 09, 2022, I received an email from CW5 Daniel Denton from the 82nd Combat Aviation Brigade. Mr. Denton is the Brigade Aviation Safety Officer for the Army Helicopter that was involved. Mr. Denton sent me the military pilot statements. The military pilots stated that they were conducting approaches to runway 5 at SOP and were transmitting on the CTAF frequency of 123.05 for Moore County Airport. The military pilots did not hear N987AA on the frequency. They stated that they made a 10 NM (Nautical Mile) call, a 5 NM call and 2 NM call for the final approach for runway 5. The military pilots noticed the fixed wing N987AA while they were conducting the low approach over runway 5. The instructor pilot of the military helicopter took the controls and turned right away from N987AA to avoid a collision. The military helicopter pilots did not make a statement to how close the two aircraft were. The military helicopter departed the area.

On February 11, 2022, I called the airport manager of Moore County Airport Mr. Scott Malta to get information on the N987AA accident that occurred on February 9 2022. Mr. Malta stated that he had CTAF (common traffic advisory frequency) audio that has the military helicopter making radio calls stating his position and no calls were on the audio from N987AA. Mr. Malta stated that he could email me the audio file. Mr. Malta also stated that he had a photo of the communication panel for N987AA right after the accident that shows that the radios were not tuned to the Moore County CTAF frequency of 123.05. He stated that the radio was tuned to Harnett Regional Jetport CTAF of 122.7. On February 14, 2022, Mr. Malta emailed me the CTAF audio that confirms only the military helicopter was on the CTAF frequency at the time leading up to the accident along with the photo of N987AA's communication panel showing that the radios were not tuned to the proper frequency of 123.05.

Our investigation indicated that at the time of the accident N987AA was not on the correct CTAF frequency for the Moore County Airport which is 123.05. A photo taken by the Moore County Airport Manager Mr. Scott Malta of N987AA's radio panel shows

that radio number 2 was tuned to frequency 122.70 which is the CTAF frequency for Harnett County Airport (KHRJ). HRJ was the airport where N987AA departed. N987AA's radio number 1 was tuned to frequency 127.80 which is Fayetteville Approach Control. The transmit selector button was selected to radio number 2. This photo along with the audio recording of the CTAF frequency for Moore County Airport at the time of the accident confirms that N987AA was not on the correct frequency. The pilot of N987AA reported that the glare from the setting sun was in his eyes making the military helicopter hard to see. The military helicopter was at a lower altitude and coming from the opposite direction probably blended in with the terrain also making the pilot of N987AA not able to see the helicopter. N987AA probably hit the rotor wash of the departing military helicopter causing the loss of control of the aircraft. No injuries were reported. A post-crash fire occurred near the left wing of the aircraft which first responders extinguished. N987AA was destroyed.



The weather at the time of the accident was VMC, Runway Dry and winds calm.

These statements are true to the best of my knowledge.

ASI Corey L. Paczkowski

Corey Louis
Paczkowski

Digitally signed by Corey
Louis Paczkowski
Date: 2022.03.10 09:50:06
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