

Eric Alleyne  
ASI  
ERA-AS

**Date:** 1/21/2022

**Subject:** ERA22LA089/ Pilot Statement

**Contact:** Robert Booher, Vision Jet Sales Engineer, Cirrus Aircraft

The statement below was received via email from the PIC of the accident airplane.

*“Specifically to Mr. Alleyne, I would like to address a part of the NTSB preliminary report. The report relays Charlie’s statement that the passenger (myself) pulled him from the plane. Though Charlie may have believed and said this, it is not true. I did not pull Charlie from the plane. After exiting the airplane and running a safe distance away, I turned around and saw Charlie still struggling to get away. He definitely got himself out of the plane and onto the ground just aft of the right wing. The next time I saw Charlie, he was on lying on the ground further away from the plane aft of the tail. It is possible that one or more members of the construction crew pulled him away from the plane after he got out and onto the ground, but I do not know if that is what happened. Below is a statement of my memory between the second takeoff and the accident. I hope this is useful to you and your team in determining ways to improve aviation safety. On the second takeoff we were instructed by ATC to make right traffic. The crosswind and downwind segments were uneventful. I was doing most of the flight control manipulation, but I was primarily focused on experiencing the heads up display that Charlie was demoing to me. Charlie was instructing me on how to use the HUD and was acting as my safety pilot. The exact location of the following events is unclear, but I will do my best to guess based on my memory. Approximately abeam the 1000 ft markers of 23L ATC advised us of the incoming Airbus on final. We made visual contact with the Airbus and I advised ATC upon which they cleared us to land behind the Airbus. I do not recall if we were cautioned to wake turbulence or not. I have not reviewed any radio recordings. I continued the downwind leg and made our base turn. To my memory the base leg felt a bit further away from the runway than standard, potentially to space from the Airbus. I also felt like we were a bit low for our distance from the runway. Our spacing from the Airbus did not feel unusual or “too close” compared to my experience from other landings behind large traffic at TYS in SRs. Once established on final we felt a bump of wake turbulence. Charlie was alarmed and asked “What was that?” to which I stated it was wake turbulence. Around the same time I heard the autopilot announce “five*

*hundred". Only a moment later we were rolled approximately 135 degrees to the left in less than a second. I applied corrective control inputs instinctively. I do not know if Charlie also applied control inputs. I yelled "PULL CAPS PULL CAPS PULL CAPS" as Charlie reached for the handle and pulled just as we reached a near level wing attitude with our nose pitched down. I heard the CAPS deployment rocket ignite and shoot away. I then felt the deceleration of the parachute for a couple seconds before we impacted the ground. The impact was relatively benign compared to my expectations, and for a brief moment I felt relief until the airplane caught fire seemingly instantaneously and on both sides of the airplane. I yelled "GET OUT GET OUT" as I quickly unlatched my seat belt and opened my door. The closest fire to me was on my left side. I stood up in my seat, climbed onto the top of the airplane fuselage aft of the passenger doors, and jumped off the plane in approximately the 4 to 5 o'clock direction behind the right wing. I fell onto the ground, got up, and ran away from the airplane."*