

Docket No. SA-533

Exhibit No. 2-E

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

Witness Statements (Including Empire Dispatch Log Information)

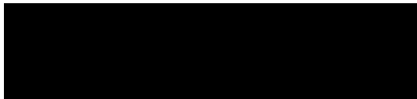
(6 Pages)

ATTACHMENT

4

The aircraft landed from the north and as soon as it landed it slid off of the runway and there was a trail of fire on the runway. The plane went in the ditch and started to catch fire. Thick black smoke filled the air and I ran inside and called 911. About 5 to 10 later the fire dept came and started putting out the fire. Both crewmembers then walked to the FedEx facility from their aircraft. The male pilot had a laceration above his right eye. The female pilot appeared to have no obvious injuries. The ambulance then came and took both crewmembers.

Lenuel Scott



Eyewitness Statement – Aircraft incident (Crash) – January 27, 2009

Eyewitness – Gary Loftus (Airport Operations Agent)
Lubbock Preston Smith International Airport



While testing braking conditions on Taxiway Mike and snow/ice mitigation equipment operating on Runway 35L/17R – Tower advised the equipment vehicles and myself to exit and remain clear of the runway. I monitored the tower frequency and heard the tower clear the incident aircraft to land on runway 17R.

I pulled my operations vehicle over and positioned myself between the taxiway lights on Taxiway Mike in order to observe the aircraft land and brake. I had reported braking action mu readings to tower approximately 15 minutes prior to the aircraft arrival.

The aircraft came out of the clouds and appeared to be right of course (the appearance right of course could be because of my location offset from the 17R runway approach end). Originally I thought the aircraft was going to land longer than I had anticipated because the aircraft appeared to be high. The aircraft began what appeared to be a fast descent, the left wing made a drastic dip towards the ground, then the aircraft appeared to gain correct configuration and the right wing dipped drastically. The aircraft impacted the runway approach end and slid to its stopping point in flames. It is possible I have the dips of the wings reversed it happened very quickly.

I was approximately 1800 feet from threshold end on taxiway mike.

Eyewitness Aviation experience – served twenty years as an air traffic controller and seven years in airport operations.



Gary Loftus

(Cont'd)

FIRE TO EUP DUE TO LBB U/X.

could for now & think old

bullet hit to (MEM. CREW ADVISED)

CONFIDENTIAL

RECALLS SITE ADVIS. THAT OVERFLYING

VOR OPS. INCORPORATED GOC

used.

01/27/09

0241 RED HOLBERTON ADVISED: 902FX
 CRASHED ON LANDING IN LBB.
 HE ALSO MENTIONED THAT THE
 AIRCRAFT IS ON FIRE. HE SAID THAT
 THEY HAD ICE ON THE AIRCRAFT
 AND LEFT CONTROL. HE IS SHAKING
 UP AND THAT IS ALL THE INFO I
 COULD GET AT THIS TIME.
 I TALKED TO THE LBB AIRPORT POLICE,
 THEY HAVE PEOPLE ON THE WAY.
 MATH & GOC IS CALLING ABOUT GOC
 TOLD HIM WHAT I KNOW SO FAR.
 TIM IS ADVISED OF 902FX.
 RANDY IS ADVISED OF 902FX.
 RICHARD IS ADVISED OF 902FX.
 DAN IS ADVISED OF 902FX.
 FINALLY GOT AN OLD OF LUBBOCK
 TOWER. THEY DON'T HAVE ANY
 INFO YET ON THE CRASH.

- 0241L - I received a call from Rod Holberton. I was expecting his close-out call in LBB for flight 8284 and at first thought that is what it was about. Rod told me that they had crashed the aircraft on landing. At first I thought he was just kidding me, since I've never had the crew be the first call to tell me of an aircraft accident... (I've been involved in four now). Rod stated that this was not a joke. I then realized that he was not joking, by the sound of his voice. Rod then stated that they had ice on the aircraft and lost control on landing. He said that they got out of the aircraft and were fine, except he had a cut on his forehead and Emily's back was hurting. He also told me that the aircraft was on fire and they were walking to the Fedex ramp. Rod then said that it was cold and he was "shaken up" and didn't want to talk anymore. I thought that was more than understandable and didn't ask any more questions. I then informed Dennis in Maintenance Control of the situation... (he had been listening to my conversation).
- 0243L - After getting off the phone with Rodney, my first thought was to call the LBB Tower for the missing information... (if the fire department was on site yet and to let them know where the crew was, etc...). The dispatch phone book did not have the LBB Tower number listed. I then started to look for the BOI FSS number to get the Tower number from them. While I was looking up that number, an orange sheet at the back of the dispatch phone book caught my eye. It was Airport Security Phone Contacts. It had the LBB Airport Police listed and that was good enough for me. I abandoned the call to the Tower at that time.
- 0246L - My first contact was the LBB Airport Police. I informed them of the accident and where the crew was and that they were walking to the Fedex ramp. The officer said that they would send someone out.
- 0247L - I received a call from Matt at Memphis GOCC. He had heard of the accident and was wondering what I knew. I informed him of what I knew at that time.
- 0248L - Since my first emergency contact was done, and I knew authorities were on the way, I decided to contact the Tower a little later, since I still needed to find their phone number. I then went on to my other notifications.
- 0253L - called Tim Komberec on his cell.
- 0254L - called Randy Lanfell at home.
- 0255L - called Richard Mills at his home.
- 0257L - called Dan Perish at his home.
- 0300L - contacted BOI FSS and got the LBB Tower number.
- 0301L - This is where I contacted the LBB Tower. At this time all my emergency contact were completed and I was just planning to get additional information for Randy, Richard, and Dan who would be showing up shortly. I assumed the Tower was aware of the accident when I called them. A lady answered the phone and I introduced myself as the dispatch of the

Fedex ATR that had crashed. She asked me to repeat, which I did. She then said to wait a minute and gave the phone to someone else. She did not put the phone on hold and I overheard her tell someone that she could not understand what I was telling her "something about an aircraft accident". That was my first indication that they did not know about the accident yet. Her supervisor came on the phone and I again repeated who I was and why I was calling. By the sound of his voice and questions, it was apparent then, that they didn't know of the accident. He asked me where the aircraft had crashed, which I didn't know.. (that is why I was calling them). I told him that the aircraft was on fire, but the crew made it out of the aircraft and was ok. I also told him that I contacted the Airport Police. He then asked where the crew was. I did say that the crew was "shaken up" and was walking to the Fedex ramp. He told me to tell the pilots to contact 911. At that time, I figured that this was a wasted conversation, thanked him, and hung up. I don't recall using the term "disorientated". I recall saying "their are shaken up" because that is the exact term the Rodney had told me.

0305L - I contacted Rodney on his cell phone. They were at the Fedex ramp in the back of an ambulance. He filled me in on Emily's and his physical condition.

0310L - realized that I forgot to contact Steve Martini to let him know of the situation. Called Steve at this time.

0327L - Randy Lanfell is in the office.

0331L - Richard Mills is in the office.

0334L - Dan Perish and Steve martini are on their way in.