

Docket No. SA-520

Exhibit No. 4-E

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D .C .

**Statement of Witness D,
J. Layton and Location Map**

(5 Pages)

WITNESS D

Attention: Wayne Pollack
Memo – Re: Alaska Airlines Flight 261

Submitted by: Jeb James Layton
Date: February 4th, 2000

Contact Info: Jeb James Layton

[REDACTED]

Santa Barbara, Ca 93105

E-mail:

[REDACTED]

Tel:

[REDACTED]

> **Voicemail/Data Only**

> **Home Direct**

Location:

My house is in the Mission Canyon area of the Santa Barbara foothills, and is located approximately 1.3 miles from the nearest coastline at an altitude of 1,000 (+/- 10ft.) feet above sea level. I have a clear line of sight to the coast, and can see many of the Channel Islands across the Santa Barbara Channel. The view to the coast is unobstructed and south-southwest of the house, with the foothills rising to the east. I am located in the far northeastern section of the town, along the city/county line.

Recollection & Description:

I was sitting at my computer desk (facing south-southwest) with a large open window immediately to my left with a view of the foothills to the east.

At approximately 4:20pm (possibly between 4:15pm and 4:30pm) I heard a series of loud noises. They sounded very similar to what one would hear in a canyon if someone at a considerable distance fired a high powered rifle. A sharp crack, followed by a tapering echo wave. The sound occurred first in two repeated instances separated by approximately one to two seconds, followed by a third, louder instance about eight to ten seconds later. They seemed to be much louder than an ordinary rifle sound, and the echo they produced lingered quite some time. It was loud enough to cause me to step outside to investigate.

I did not see anything, nor was I able to determine the cause of the sounds. It seems as if they came from the ridgeline of the foothills to my east, or slightly southeast. But the way in which they tapered off – the length of time – suggested they might have come from farther away.

Memo – Re: Alaska Airlines Flight 261
Page Two

Notes:

At the time, I simply found it odd, and determined that a phone call to the local authorities wasn't needed, as they sounded distant enough, and in that direction, county regulations allow the discharge of firearms. But I recalled the unusual nature and timing of the sounds when I saw later that evening the news reports of the Alaska Airlines Flight 261 accident.

The initial reports did not have very much information – and so I simply thought I had heard some part of the accident, or that the sounds were coincidental. Several days later (today, Feb 4, 2000) I read information reported by CNN that described an approximate timeline of events – and noticed the time similarity. And then I read the recent report of “loud noises” being heard on the aircraft, first being reported by a flight attendant, and then a short time later, by the cockpit voice recorder itself.

I am unsure as to the accuracy of the CNN reports, but I determined that it would be prudent for me to inform you of what I had heard, and describe the sounds as clearly as possible.

I made contact with the local Harbor Patrol authorities, who referred me to the US Coast Guard, who then gave me information on how to contact the NTSB. I would be happy to discuss in detail any questions you might have for me, and cooperate in any way you deem necessary.

I am not a sensationalist, and feel a bit silly about contacting you regarding the noises I heard. But I did hear them, and they were unusual. I have lived in this area (and this home) for more than 3 years, and have never heard a similar sound before. I frequently sit with my windows open.

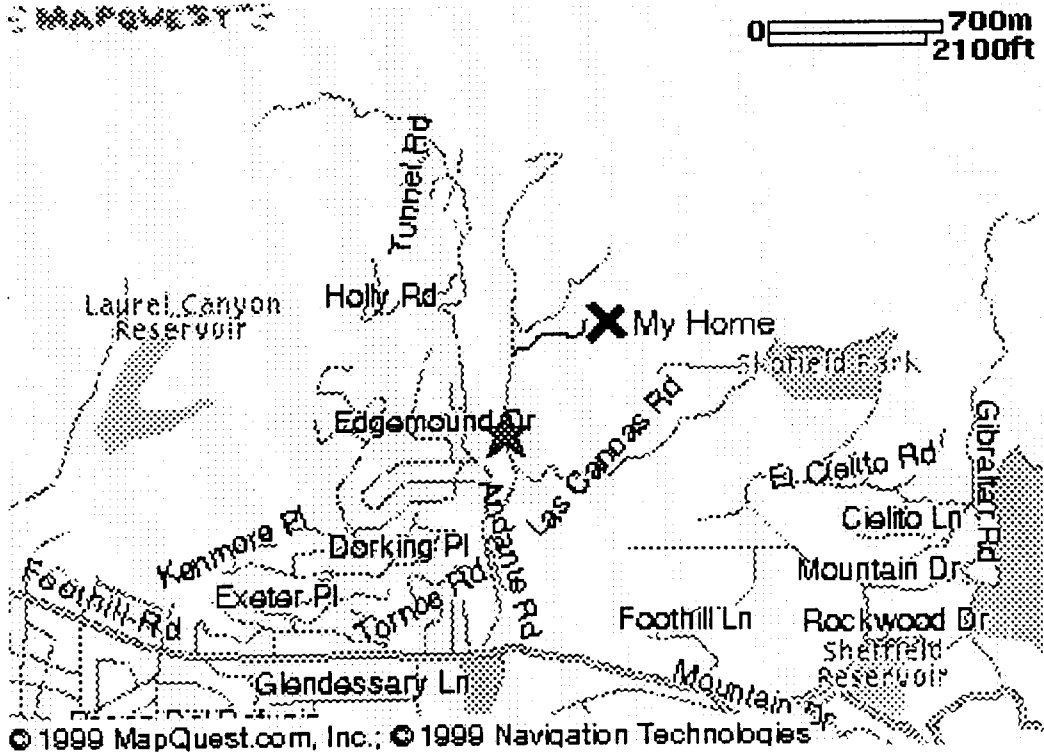
Please feel free to contact me should you need any further information. I hope I was able to assist you in your efforts to determine the cause of this terrible tragedy.

Respectfully,

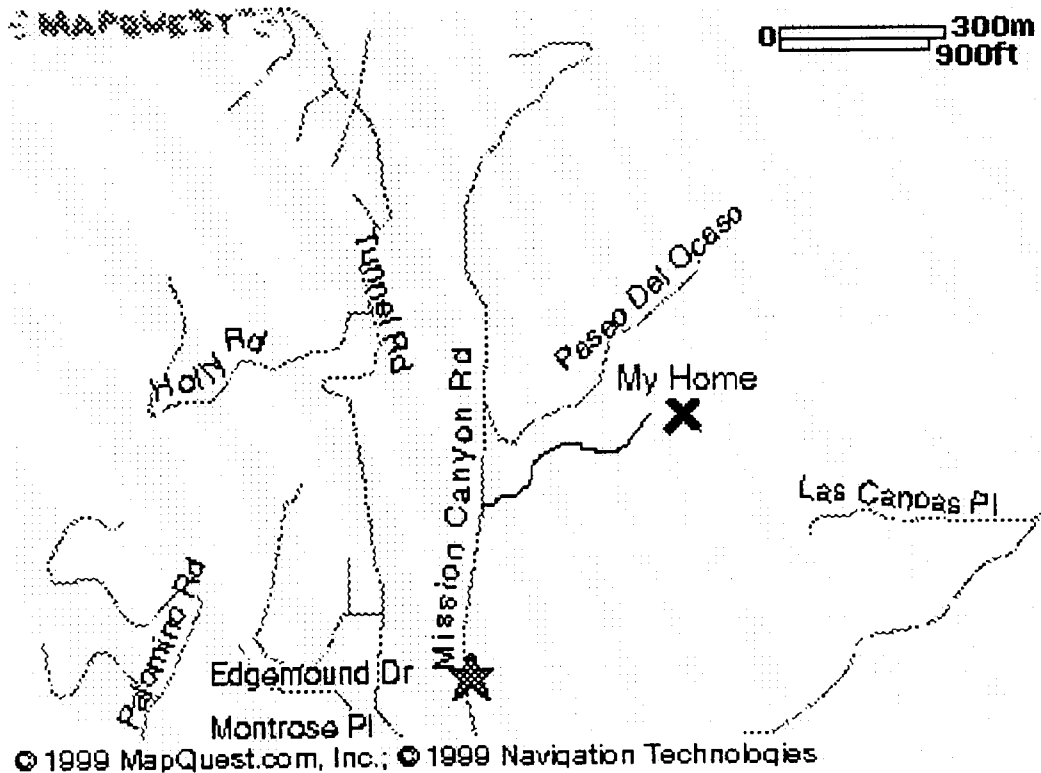
Jeb J. Layton

Map Request Submitted By: Jeb James Layton on February 5, 2000 at 12:40pm PST

Attn: Wayne Pollack
Rough Map Location of my home...



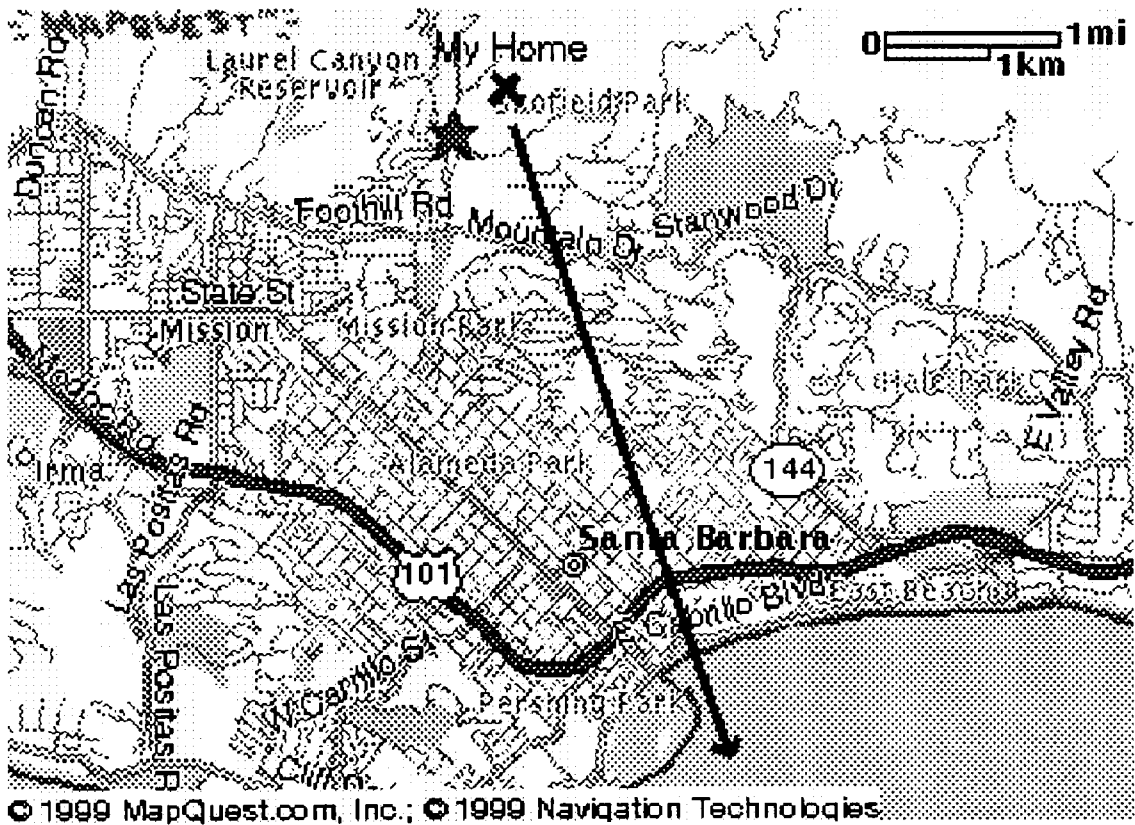
I have added an approximation of my private driveway and house location. It is marked with a large black "X". If you like I can provide you with GPS coordinates if I'm given 24 hours notice.



Map Request Submitted By: Jeb James Layton on February 5, 2000 at 1:00pm PST

Attn: Wayne Pollack
Rough Map Location of my home...

This is an additional map that shows the location of the nearest coastline. My original estimate of 1.3 miles seems to be incorrect. By the scale of this map it looks to be more like 2.6 miles. The thick line indicates the view direction to the coastline that I have from my vantage point. I have a clear LOS to the coast along this line.



GPS Information from Jeb J. Layton
Re: Alaska Air flight 261

Resubmitted – February 14th, 2000

Mr. Wayne Pollack,

These three-dimensional readings were taken using a civilian GPS device, and so will not be exceedingly accurate. I have taken 4 separate readings, and they are listed below:

1. N 34° 27.699'
 W 119° 42.336'
 Altitude: 991 ft.

2. N 34° 27.698'
 W 119° 42.324'
 Altitude: 1019 ft.

3. N 34° 27.727'
 W 119° 42.341'
 Altitude: 1154 ft.

4. N 34° 27.707'
 W 119° 42.330'
 Altitude: 975 ft.

Again, my apologies with regards to the delay. I did send you a message with this information to the address I am sending to now. I hope this finds its way to you.

Respectfully,

Jeb J. Layton