

Wednesday May 18<sup>th</sup>, 2016 at approximately 4:45 AM while completing our morning runway inspection we get a call on Unicom 122.8 a Centurion is on left base to final for Runway 27. Upon notice of arriving aircraft we advised we, were on Runway 27, and would be clearing shortly and would be no factor for arriving traffic. Aircraft acknowledged our positioned and extended downwind. We advised the inbound traffic we were clear once we completed our inspection. Upon clearing Runway 27 we called clear and watched for the inbound traffic to arrive. Once the traffic called clear they asked where to go for fuel. We advised them to take alpha 3 and to taxi toward the flashing lights on the ops truck. After several minutes of no communication Ed Jidas drove the command Dodge out onto Alpha taxiway to find the inbound traffic. Once located he had the Centurion follow him to the designated parking spot. I was outside on the line to park the aircraft and once he past the line he turned around and Taxied to parking after running off the ramp into a grassy area and eventually reaching the parking area. I proceeded to park the aircraft and then chalk him. He seemed slightly disoriented and pulled forward beyond the advised stopping point but eventually stopped. Once he dismounted the aircraft I greeted him and asked him if he needed fuel, which he requested a top off. We topped him off. When he arrived in the FBO he seemed tired and disoriented. I let him know there was coffee available and a place to rest if he wanted. He told me he had been flying all through the night to see his Aunt that he hadn't seen in 50 years and that he was unsure if he would be able to meet her. After he slept for approximately an hour he received a phone call from his "Aunt" she asked him if he was coming and he said let me know if you want me to come or not I have been flying all through the night and need to know whether I should return to Idaho or continue on. He then got up paid for his Fuel and asked which direction it was to Oklahoma City, to which I replied to the "east" as a general direction. He said so just follow the sun? As it was rising I said that will point you in the general direction yes. He returned to his plane and announced he was departing RWY 27, although, he actually departed RWY 9 to the East. This was the last call he made and the last we heard from him. Time of day approximately 6:45 AM.

Daniel Beltran

## Devon Brubaker

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**From:** Ed Jidas <[REDACTED]>  
**Sent:** Tuesday, May 24, 2016 8:23 AM  
**To:** Devon Brubaker  
**Subject:** Fwd: N6609P

----- Forwarded message -----

From: "Ed Jidas" <[REDACTED]>  
Date: May 24, 2016 8:12 AM  
Subject: N6609P  
To: <email.. [REDACTED]>  
Cc:

On Wednesday the 18th Dan Beltran and I were doing our Runway inspection at 4:30 in the morning when N6609P called in. He landed on Runway 27 then we proceeded to talk to him and park him. He took the top off then we build him out and he laid and took a nap in the pilots Lounge for a few hours. When he left around 6:30 645 he asked Dan which way was Oklahoma. Dan said east. The guy then said "just fly into the sun". I later received a call from the FAA asking times about when he landed and took off from our Airport.