

I, Wes Williams, Operations Supervisor for the Huntsville International Airport, observed the accident aircraft exiting runway 18R at taxiway Whiskey 4 at approximately 2:15pm local time. I was located at Whiskey 5 and waited on taxiway Whiskey while the accident aircraft informed Ground Control that he needed to do a "pilot swap" and would need to hold on the taxiway system for a few minutes. Ground Control asked the accident aircraft to proceed north on taxiway Whiskey and to hold beyond the taxiway Juliet/Kilo intersection so that the Operations vehicle (me) could pass by. I followed behind the accident aircraft approximately 1,000 feet until turning right on Taxiway Kilo where I proceeded to exit the Movement Area.

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[REDACTED]

III 06/18/14

Wes D. Williams III

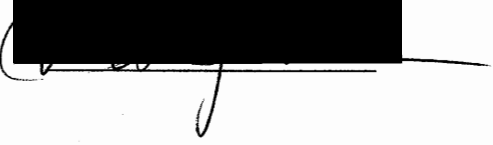
Statement

June 18, 2014

Lieutenant DaRon Jordan

On June 18, 2014 while clearing up from the previous Alert 2 on whiskey 5; myself, Officer/Firefighter W. Eaton and Captain Chris Scott witnessed a 10 to 12 passenger aircraft bank hard west just north of W5 where we were staged on the taxiway. The aircraft appeared to be losing altitude very rapidly and crashed into the cotton field west of Runway 18R-36L. Officer/Firefighter Will Eaton and I responded in Rescue 1 and Captain Scott in his patrol vehicle. We started fire suppression immediately and used all of our water and AFFF foam on the truck. Rescue 3 drove by Officer/Firefighter P. Anderson arrived on scene were at that time all units on scene assisted with advancing a hand line to the crash site where we then continued fire suppression until the fire was completely out. Rescue 4, driven by Lt. Heath Murphy, arrived on scene less than a min after rescue 3 and was there also for fire suppression and control.

Lieutenant DaRon Jordan

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Witness Statement – Alert 3 on 6-18-2014

While on my way to provide escort for a tug to tow back a disabled aircraft at Taxiway Whiskey 5 at approximately 1415, I passed by the Westwind 2 aircraft while it was sitting on taxiway whiskey between Juliet and Kilo. Upon arrival at Whiskey 5 while the tow bar was being attached to the disabled aircraft, I saw the Westwind 2 aircraft taking off from 18R at approximately 1420.

The aircraft caught my attention because it was very low above the runway surface and continued south at about the same altitude (50' – 100' AGL) for what seemed to be an unusually long distance without climbing higher. I do not recall the rotation point of the aircraft, but I was located at Whiskey 5 and the Westwind 2 was by my recollection airborne at low altitude for what appeared to be 500' – 1000' prior to reaching the W5 location. Upon reaching the W5 distance down the runway, the aircraft made a very hard bank to the right (west). As the aircraft made its bank, it at first seemed to gain a little altitude, but lost speed and altitude quickly thereafter and fell below the ground level where I could see. There was an immediate black smoke plume that rose after it fell below the ground level.

During the time I saw the aircraft to the moment it hit the ground, I did not hear anything unusually in the engine noise nor see anything that would indicate a malfunction (smoke from engines, etc.). The airfield was closed immediately thereafter.



Ryan Gardner
HMCAA Operations Manager

[Redacted] or [Redacted]

Alert III Statement

Captain Chris Scott

Huntsville International Airport

Department of Public Safety

06-18-2014

On the date of this statement I was located at the W-5/Whiskey intersection, about to clear from an Alert II. I heard a loud noise that sounded like engines at very high throttle. I turned towards the sound and saw the Alert III aircraft very low and banking hard to the right, on the west side of Runway 18R. The aircraft continued to banking hard to the right and started to roll to the right. It was obvious to me that the aircraft was in trouble and would crash. Almost immediately the aircraft went out of sight and impacted the ground. A large debris field, black smoke, and fire appeared. I declared an Alert III and advised that all surfaces were closed. Public Safety personnel immediately responded to the scene and began rescue operations.

A black rectangular redaction box covers the signature of Chris Scott. A small handwritten mark is visible above the box, and a horizontal line is drawn below it.

Chris Scott, Captain

Statement

June 18, 2014

Officer/Firefighter William T Eaton Jr.

On June 18, 2014 while clearing up from a Alert 2 on whiskey 5; myself, Lt. DaRon Jordan and Captain Chris Scott witnessed a 12 passenger jet coming in on Runway 18R, from the north, bank hard west toward County Line Rd away from the runway. The aircraft appeared to be losing altitude very fast and then crashed into the cotton field just west of Runway 18R-36L. I did not notice any smoke or any obvious visual problem with the aircraft as it went down besides the hard bank west. Lt. DaRon Jordan and I responded in Rescue 1 to the scene along with Captain Scott in his patrol vehicle. Lt. Jordan and I started fire suppression immediately with Rescue 1 and used all of our water and AFFF foam on the truck. Rescue 3 drove by Officer/Firefighter P. Anderson arrived on scene along with Rescue 4 while we were running out of agent. At that time all units on scene assisted with advancing a hand line from Rescue 3 to the crash site where we then continued fire suppression until the fire was completely out. All trucks on scene then were rotated to be refilled and returned on scene for any further fire protection.

Officer/Firefighter

William T. Eaton Jr.

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