

Jimmy
Galland

Witness Statement

CALLING BY LOCAL RESIDENT, HEARD
ALERTS OVERHEAD SOUNDED LIKE HE WAS
DOING LIPS APPROX 6:30 HE HEARD
AFT HITTERS AND IMPACT AND EXPLODE.

Deputy Dunn came to hangar and asked me
if we had any aircraft off base. While
standing with me a car came over the
radio that they had found the wreckage, and
I volunteered to go down to the site to
help identify the aircraft.

When I arrived at the scene there were
2 small fires. I was able to identify the
aircraft and the pilot. I was not able to
identify the other occupants.

Weather was 1/2 mile visibility at best
2 to 300 ft overcast possibly sky obscured
I left the scene at approx 9:30 PM

Jimmy
Galland
12-6-95

Ralph Howell



Around 6:20 I HEARD AND SAW AIRCRAFT
FLYING LOW ABOUT 1/4 MILE FROM
THE END OF THE Runway. ENGINE SOUNDED
NORMAL. APPEARED TO BE LOWER THAN
NORMAL. AIRCRAFT MADE A STEEP RIGHT HAND
TURN, RAN PARALLEL WITH LOWER BETHANY RD
A SHORT DISTANCE WITH ENGINE DECELERATING
THEN HE ACCELERATED & MADE A LEFT TURN HEADING
TOWARD FATE COUN RD.

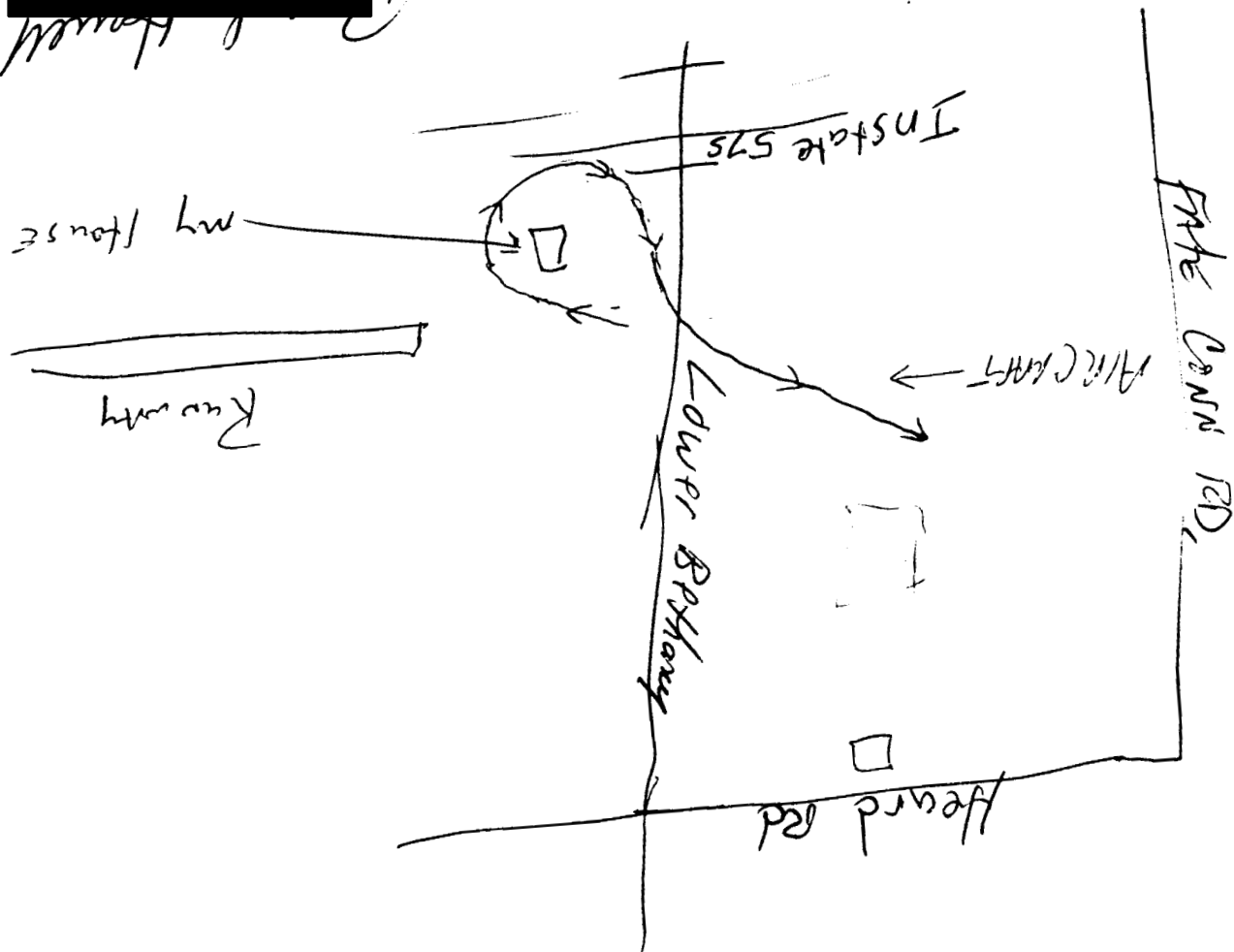
WEATHER WAS OVERCAST CLOUDS AT TREE TOP LEVEL

SAW A FLASH OF LIGHT AT POINT OF IMPACT

I DID NOT COME TO THE ACCIDENT SCENE


12/6/95

12/6/95 [redacted] 1/10/95



Lee BRYAN MOTHERSHEED CERT [REDACTED]

DATE: APRIL 28, 1996

They received 5/6 Touch + go from CFI upon receipt of his airt in April. Mr Fouts had problems with approaches he had the habit of dropping in his approach below traffic pattern altitude. He had poor situational awareness. His overall attitude towards flying was haphazard with a disregard for safety. He was nicknamed "Five ball" by some of the FBO people.

On 12-4-95 upon leaving the flight [REDACTED] reported no [REDACTED] 47th FBO [REDACTED].

~~Lee B. Mothershead~~
12-6-95 Home [REDACTED]