

October 15, 2011

Witness statement

Cristina Rose-Fumi Nakane (Tina)

I was the Supply and Demand Integrated producer for the Cadillac Escalade commercial being filmed October 12th and 13th 2011. I am hired as a free-lance employee by production companies to facilitate the execution of a particular project. I work as a liaison between the production company, their attached director, the advertising agency, and their client.

On October 13th at approximately 3:50pm I was witness to the tragic accident that occurred during the course of our shoot day. I was standing just west of the taxi-way at the Cle Elum airport. I watched the car pulling the glider down the runway headed East. The glider took a very steep ascent between the taxi way and the end of the runway at approximately the $\frac{3}{4}$ mark. I saw the tow rope being released by the glider at the top of it's ascent. The glider continued forward toward the East then turned to the South (right). It appeared to me that it was turning back to land on the runway. Although the plane was quite low at the time, it seemed that it would be able to land safely- at least in the field next to the runway. It suddenly nosed down and crashed into the field.

I was standing not far from the ambulance and my attention was focused on getting them out to the accident site in the following moments.

Kittitas County Sheriff's Office

Ellensburg, WA 98926

Gene Dana, Sheriff

OCT 17 2011

KITTITAS COUNTY SHERIFF

STATEMENT FORM

Date: 10-13-2011	Time:	Case No. [REDACTED]	<input type="checkbox"/> Victim
Type of Case/Incident:			<input checked="" type="checkbox"/> Witness
			<input type="checkbox"/> Other

Statement of:

Name: Scott Goetz	DOB: [REDACTED]	R:	S:
Home Address:			
City:	State:	Zip:	
Business Address:			
City:	State:	Zip:	
Telephone: Home:	Work:	Msg:	

Statement: plane going down runway got up about 10ft for a bit then went up pretty fast did a turn it look like 300 to 400 ft up turned and came straight down nose first. I was about 1/4 miles down runway did not see rope brase. From my view it looked like he went slight up and straight back down like he was trying to correct it and ran out of time nose first.

I certify or declare under penalty of perjury under the Laws of the State of Washington that the above is true and correct, and I will testify to such in a court of Law. Signed [Signature]

Statement taken by:	[REDACTED]
Taken at (location):	
Witnessed by:	Page of

OCT 17 2011

EXPLANATION OF RIGHTS AND STATEMENT FORM

KITTITAS COUNTY SHERIFF

Date: 10/13/11 Time: Deput. ID#: Case Number: [REDACTED]

Name: Lauren L. Reese DOB: Race: Sex:



Statement I saw the Escalade pulling the glider down the runway, the glider took off and was in flight, but did not look like it got very high up. Then it looked like it stalled a bit in the air, then it started to turn around and instead of fully completing the turn it nose dived to the ground. It all seemed to happen very slow as if the plane did not have enough power.

I certify or declare under penalty of perjury under the Laws of the State of Washington that the foregoing is true and correct, and I will testify to such in a court of Law. Signed [REDACTED]

Corbett [REDACTED]

OCT 17 2011

STATEMENT FORM

KITTITAS COUNTY SHERIFF

Date: 10/13/11 Time: 3:55 Case# [REDACTED]

Type of Case/Incident: GLIDER CRASH

Victim
 Witness
 Other

Statement of:

FILM

Name: JEFFERY PLANSKER DOB: DIRECTOR R: C S: M

Home Address: [REDACTED]

City: PASADENA State: CA Zip: 91105

Business Address: [REDACTED]

City: LA State: CA Zip: 90045

Telephone Home: [REDACTED] Work: [REDACTED] Cell/Msg: [REDACTED]

Statement: I WAS OPERATING CAMERA ON SIDE OF RUNWAY. CAR PULLING GLIDER EASTBOUND ON RUNWAY. GLIDER ROSE AT BACK OF TOW CAR AROUND 1/2 SECTION OF RUNWAY. THE GLIDER CLIMBED STEEPLY TO AN ALMOST VERTICAL POSITION THEN TURNED SOUTH AS IF TO DO "U" TURN. GLIDER COMPLETED TURN (NOSE POINTING DOWN) AND DESCENDED, DIRECTLY TO GROUND BELOW, NOSE FIRST.

() I believe disclosure under the Public Records Act of my identifying information would endanger life, physical safety, or property. I am asking for this information not to be disclosed pursuant to RCW 42.56.240.

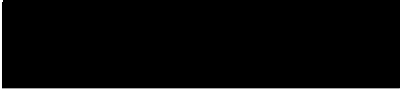
I certify or declare under penalty of perjury that the foregoing is true and correct, and I will testify to such in a court of Law. Signed [REDACTED]

Statement taken by: CORBETT [REDACTED]

Taken at (location): [REDACTED]

Witnessed by: [REDACTED]

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OCT 17 2011

KITTITAS COUNTY SHERIFF

Voluntary statement of:

Charles Austin Hill V [REDACTED]

[REDACTED]
Seattle, WA. 98109
[REDACTED]

I work for Air O incorporated and world wind helicopters. I have worked for them for five years this coming January. We are here providing helo services for the production company, specific details I don't have. I'm here as a fuel truck driver and for Helo safety while it is on the ground.

I was standing in the vicinity of the fuel truck when they started the shot. It was where it is now, just north of the sani cans. They set up the shot with the Escalade hooked up with a tow rope to the glider at that end (west) of the runway. They were facing eastbound. The helo took off and hovered north of the east end of the runway. The Escalade started accelerating and everything looked normal. As the glider in tow passed the taxi way alpha on the runway, it lifted off and started to climb. When it was 50' to 100' feet off the ground it was still up and behind the Escalade, I heard the rope snap back from the Escalade and snapped upward toward the glider. Right as that happened, the glider released the rope from its nose. Directly after releasing the tow rope, the glider started in a right hand turn. It was a very sharp right hand turn, nose high attitude. After he turned through it and made a little more than a ¼ turn, the nose went down and the glider went down in a very nose low attitude. It impacted the ground nose first. When the rope came off the Escalade, it did not snap up and hit the glider. It snapped up only ½ the distance to the glider. Just a half a moment after that, I saw it release from the glider.

There was a pause and after it hit everyone was in shock. A few people ran toward the glider and were yelling medic. I saw the helo coming in to land so I came back to make sure his landing spot was ok for him to land.

The production company had a couple Kittitas County medics on site all day. They were parked in the parking area at the airport. They responded immediately.

[REDACTED] of my knowledge.

[REDACTED] 1930 hours

TAKEN AT Cle Elum Airport

[REDACTED] 0



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OCT 17 2011

KITTITAS COUNTY SHERIFF

Voluntary statement of:

Pfister, Steven Brent [redacted]



Pasco, WA. 99301



Today at approx. 4:00 pm, I was standing in front of where the fuel truck was parked. I was watching in plain view. I saw the Escalade pulling the glider from the left to right (east) and 3/4 of the way through the run, the glider pitched up quite abruptly. He seemed to just stall, pitch up, did a sharp right turn and looked like he was trying to come back to the runway. The nose dropped and he went straight in. It looked like he stalled it in.

I am a commercial pilot and have flown for 45 years. I do crop dusting. I am a commercial glider pilot as well. I am a tow plane pilot commercially as well.

I got to know the pilot from today and yesterday. He seemed like such a safe pilot. His name was Lynn Wellen or something like that. I saw nothing to do with the rope issues or anything to do with the way it was being pulled. It looked normal and everything like it should have looked. Looks like pulled too too fast. I think he was trying to get a sling shot motion.

This statement is true and correct to the best of my knowledge.



This statement is true and correct to the best of my knowledge.



10-13-11 ~~1830~~ hours
1830



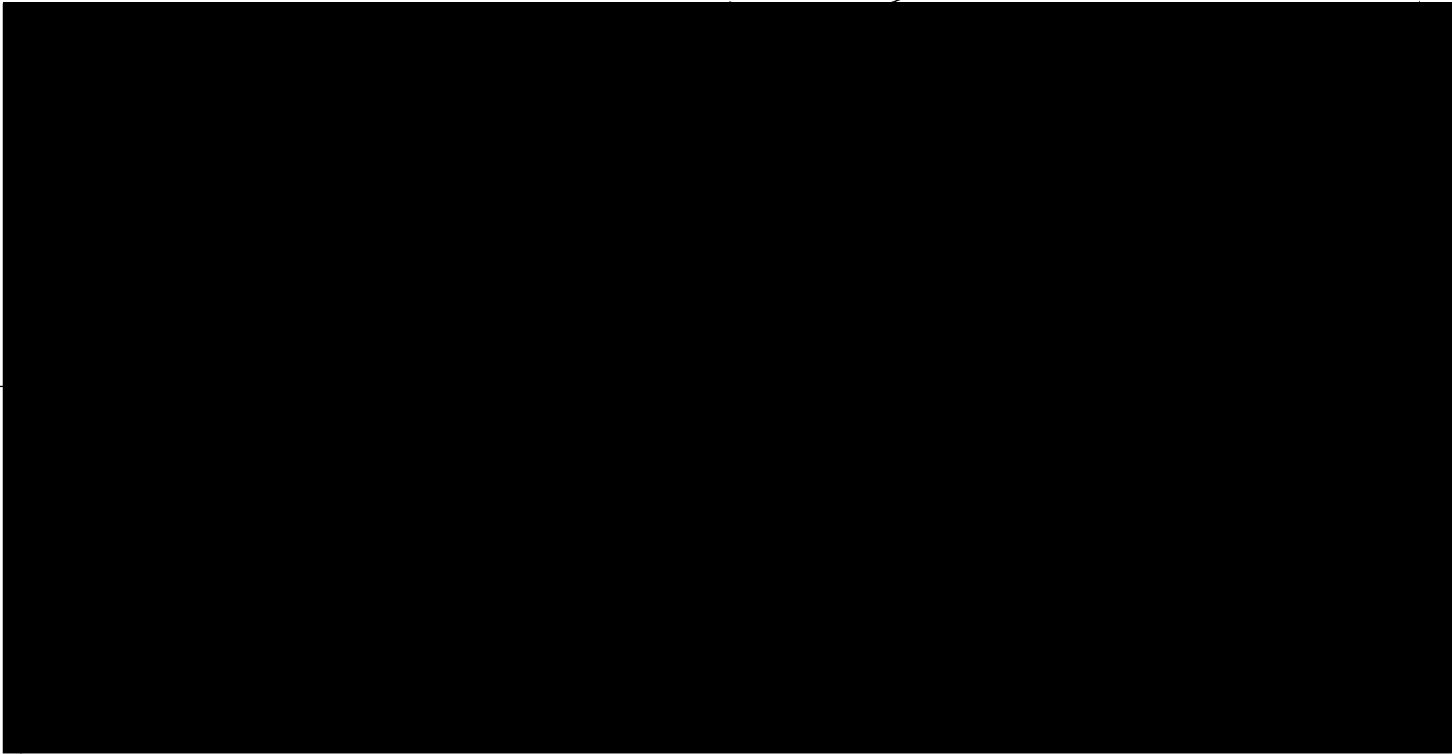
At CUE Elum Airport

OCT 17 2011

EXPLANATION OF RIGHTS AND STATEMENT FORM KITTITAS COUNTY SHERIFF

Date: 10.13.11 Time: 18.05 Deput: ID#: Case Number:

Name: Rebecca Davis DOB: Race: Sex:



Statement I was standing by the production trucks near the entrance to the airport and watched the glider take off and had a very steep short ascent up and Lynn quickly turn to the right and as he turned the plane the speed dropped he then nose dived right into the ground

I certify or declare under penalty of perjury under the Laws of the State of Washington that the foregoing is true and correct, and I will testify to such in a court of Law. Signed:

Page of

By CORBETT

STATEMENT FORM

Date: 10-13-11 Time: ~3:45 Case# [REDACTED]

Type of Case/Incident: Victim Witness Other

Statement of:

Name: Brad Williams DOB: [REDACTED] R: W S: M

Home Address: [REDACTED]

City: Minneapolis State: MN Zip: 55403

Business Address: [REDACTED] State: MN Zip: 55402

City: Minneapolis State: MN Zip: 55402

Telephone Home: [REDACTED] Work: [REDACTED] Cell/Msg: [REDACTED]

Statement: At approximately 3:45 pm, I witnessed the white Escalade tow the glider until the glider achieved lift and took flight. The glider rose in the air and briefly headed east. The glider then made a turn back toward the runway. The turn to the right appeared normal at first, but then the glider tilted and turned downward, ultimately crashing off to the right side of the runway area.

The occurred at Cle Elum airport while I was facing the runway. The glider did not travel out of sight.

() I believe disclosure under the [REDACTED] information would endanger life, physical safety, or property. I am asking for this information not to be [REDACTED]

I certify or declare under penalty of perjury that the foregoing is true and correct, and I will testify to such in a court of Law. Signed [REDACTED]

Statement taken by: CORBETT [REDACTED]

Taken at (location):

Witnessed by: Page 01 of 01

STATEMENT FORM

KITTITAS COUNTY SHERIFF

Date: 10-13-11 Time: 3:55 Case# [REDACTED]

Type of Case/Incident: Glider crash

Victim
 Witness
 Other

Statement of:

Name: MATTHEW THOMAS POLEKI DOB: [REDACTED] R: white S: male

Home Address: [REDACTED]

City: ST LOUIS PARK State: MN Zip: 55426

Business Address: [REDACTED]

City: Minneapolis State: MN Zip: 55402

Telephone Home: [REDACTED]

Statement: I was standing on the main taxiway at Cle Elum Airport facing the runway near the parking lot. The Escalade and glider were lined up, ready for takeoff on the left side of the runway. The escalade accelerated down the runway, towing the glider. Within about 4 seconds, the glider was lifted off the ground. The escalade continued to accelerate and the glider maintained an altitude of about 5-10 feet off the ground. It maintained this altitude until it passed the main taxi way. At this point the glider pitched up at what seemed like a 45 degree angle. It continued at this attitude for 1-2 seconds at which point it appeared that the cable pulling the glider broke. The glider slowed and banked right quite steeply. It appeared as though the pilot was attempting to complete a 180 degree turn, attempting to land on the runway from which it just took off. The glider continued the steep bank, which turned into a nose dive for the remainder of the flight. I would guess the glider was 100-200 feet above the ground at its highest point.

PS - I am a private pilot, and have iPhone video of the incident.

() I believe disclosure under the Public Records Act of my identifying information would endanger life, physical safety, or property. I am asking for this information not to be disclosed pursuant to RCW 42.56.240.

I certify or declare under penalty of [REDACTED] State of Washington that the foregoing is true and correct, and I will testify to such in a court of Law. Signed: [REDACTED]

Statement taken by: CORBETT [REDACTED]

Taken at (location): [REDACTED]

Witnessed by: [REDACTED] Page of

STATEMENT FORM

Date: 10/13/11	Time:	Case No. [REDACTED]	<input type="checkbox"/>	Victim
Type of Case/Incident:			<input checked="" type="checkbox"/>	Witness
			<input type="checkbox"/>	Other

Statement of:

Name: Ryan McInnis	DOB: [REDACTED]	R: Caucasian	S: Male
Home Address: [REDACTED]			
City: Royal Oak	State: MI	Zip: 48067	
Business Address: [REDACTED]			
City: Detroit	State: MI	Zip: 48243	
Telephone: Home: [REDACTED]		Msg:	

Statement: At approximately 3:55 PM, today, October 13th, 2011, I was standing to the south of the center part of the runway, watching, as the glider was being launched into the air.

Toward the eastern end of the runway, the glider took to the air and seemed to be under control, about 150-200 feet in the air, as it released its tow rope.

The glider began to turn south, and looked to be trying to make a kind of U-turn, when it inverted, and pointed directly downward, and lost altitude, nose-diving into the ground.

I certify or declare under penalty of perjury under the Laws of the State of Washington that the foregoing is true and correct, and I will testify to such in a court of Law. Signed: [REDACTED]

Statement taken by: CORBETT [REDACTED]	
Taken at (location): [REDACTED]	
Witnessed by:	Page 01 of 01

OCT 17 2011

STATEMENT FORM

KITTITAS COUNTY SHERIFF

Date: 10-13-11 Time: 1745 Case#: [REDACTED]

Type of Case/Incident: AIRCRAFT CRASH

Victim
 Witness
 Other

Statement of:

Name: Moberg, Mark, C DOB: [REDACTED] R: W S: M

Home Address: [REDACTED]

City: Bellevue State: WA Zip: 98008-4261

Business Address:

City: State: Zip:

Telephone Home: [REDACTED] Work: Cell/Msg: [REDACTED]

Statement: I was riding in the very back portion of the Escalade. My primary job is to watch the glides and pull the release levers if something goes wrong with the glides. After traveling approximately half way down the runway I saw the glides pitch up sharply with the nose in the air. I then heard a loud thump and saw that the tow line break off of the back of the Escalade. The glides pitching up sharply is a very unusual move, and I knew something had gone wrong. At this time I turned to the driver and told him to get off the runway so the glides could have a place to land. When I turned back around I saw the glides on the ground. I told the driver of the Escalade that his speed was good and he did nothing wrong. I am sure the pilot made a rookie mistake.

() I believe disclosure under the Public Records Act of my identifying information would endanger life, physical safety, or property. I am asking for this information not to be disclosed pursuant to RCW 42.56.240.

I certify or declare under penalty of perjury that the foregoing is true and correct, and I will testify to such in a court of Law. Signed: [REDACTED]

Statement taken by: [REDACTED]

Taken at (location): Cle Elum Airport

Witnessed by: _____ Page | of |

Kittitas County Sheriff's Office

Ellensburg, WA 98926

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Gene Dana, Sheriff
OCT 17 2011

STATEMENT FORM

KITTITAS COUNTY SHERIFF

Date: 10/13/2011	Time: 1815	Case# [REDACTED]	<input type="checkbox"/> Victim
Type of Case/Incident:			<input checked="" type="checkbox"/> Witness
Fatal Aircraft Accident			<input type="checkbox"/> Other

Statement of:

Name: Paul J Dallenbach	DOB: [REDACTED]	R: w	S: m
Home Address: [REDACTED]			
City: Basalt	State: CO	Zip: 81621	
Business Address:			
City:	State:	Zip:	
Telephone: [REDACTED]	Cell/Msg:		

Statement: I am a self-employed precision stunt driver under the screen actor's guild. I was hired by the production company Supply and Demand to drive the "picture car." I was hired to tow a glider down a runway for a commercial shoot. There were three stages. Stage one was that I tow and he doesn't take flight. Stage two was I tow him and he gets about 15 feet off the ground and disconnects and he lands, which was done several times. Stage three was to bring the picture car up to 70 MPH as quickly as possible towing the glider and I was to tow down to the 3/4 mark on the runway. The pilot was going to be able to take flight, circle around, and land.

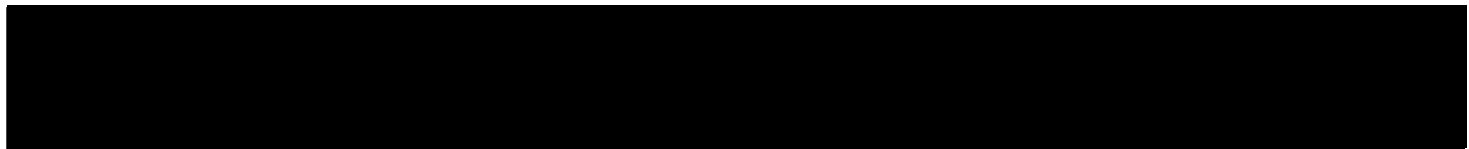
The company and I tested the 70 MPH run on the runway while filming approximately 5 times yesterday. Approximately a minute before the fatal flight, I met with the pilot and he said "get up to 70 MPH as quickly as possible so he could get airborne". The pilot was able to get airborne yesterday at 60 MPH, but he wanted to get up faster so I could tow him for a while.

On October 13, 2011 at approximately 3:58 PM. I had a guy in the back of the towing vehicle that was ground support for the plane. He was facing towards the rear, observing the plane. The crew called "action" and I went to full throttle. I reached 70 MPH before the halfway marker. I could see the glider in the mirror and he was off the ground. I told the ground support person that we reached 70 MPH.

Everything was appearing to go fine. I was just waiting for the pilot to either release the rope or the guy in the back to release it. I maintained 70 MPH.

The ground support guy said that "he's up, but the rope broke, get off the runway". The original plan was for me to go to the end of the runway and exit that way, so he could have a clear runway to land. I stayed with the plan. My entire focus was getting off the runway. I saw the plane nose dive into the ground for approximately the last five feet, out of my passenger side window.

I stopped and let the support guy out, and then just stayed with my car until KCSO Corporal Nale contacted me and asked me to leave it. I confirmed that no one touched the hitch or rope that was tied to it. I noticed that there was still approximately 6-8 inches of rope still attached to the trailer hitch.



I had no involvement with the tow rope or the attachment to the vehicle.

I certify or declare under penalty of perjury under the Laws of the State of Washington that the above information is true and correct, and I will testify to such in a court of Law. Signed: [REDACTED]

Statement taken by: D. Houseberg [REDACTED]
Taken at (location): Cle Elum, Washington
Witnessed by: N/A