

WITNESS STATEMENT FORM

Please Print

Place of Incident: \_\_\_\_\_

Witness Name: Mitchell Hencke (CSA Air Pilot) Date: \_\_\_\_\_

Mailing Address: \_\_\_\_\_ City TOPINABE State MI

Zip Code 49791 Time of Incident: \_\_\_\_\_

Aircraft No. N784FE Color Purple/white Other description \_\_\_\_\_

Telephone:(Home) \_\_\_\_\_ (Work) \_\_\_\_\_ (Cell) \_\_\_\_\_

Tell in your own words what you saw and heard before and at the time the incident occurred.

TAXIED out & waved to pilot of Martin  
went to Runway 23 which approx 200' @  
7-8 kts. WAS snowing lightly departed Runway 23  
said when winds are out of southwest it's usually  
turbulent Approximately 1000 ft. Noticed on Garmin  
winds aloft right on the nose @ 36 kts. Wouldn't  
call it turbulence, wouldn't call it wind shear more  
bumpy. Climbed to 800-1000 feet made a left  
turn toward Grand Rapids  
said it was pretty cold that night stated  
he went VFR so low ice wasn't even an issue

Says it's a black hole departing off Runway 23  
would be on instruments after a couple hundred feet  
Departed 5-10 min prior to accident aircraft's departure

Witness Signature: \_\_\_\_\_ Date: 01-17-13

WITNESS STATEMENT FORM

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Place of Incident: Jellston Airport

Witness Name: HENEY Cantile Date: 1/16/2013

Mailing Address: [REDACTED] City Cay Lake State MI

Zip Code 49718 Time of Incident: 1945 Lc1

Aircraft No. \_\_\_\_\_ Color \_\_\_\_\_ Other description \_\_\_\_\_

Telephone: (Home) [REDACTED] (Work) \_\_\_\_\_ (Cell) \_\_\_\_\_

Tell in your own words what you saw and heard before and at the time the incident occurred.

Started work @ 1400 Lc1. Maintenance Aircraft received  
Jellston Airport around 1930 Lc1, UPS truck was not  
there yet. HENEY held ladder while guy fixed aircraft  
worked airport 2 years, 2 months. said pilot could be new.  
Said hello, stated pilot was getting tail stand on back of aircraft  
Tyler mainly stated pilot called Tyler over cell phone said  
he needed 30 gallons 15 per side. Tyler relayed info to HENEY  
& Guy. Aircraft worked HENEY, shutdown, checked a software installed  
tail stand. "Pilot stated quick turn". Finished fueling

Not: HENEY stated it was windy. He said he looked at daylight's  
could see a few snowflakes. HENEY stated he didn't see snow  
adhering to aircraft studs & wings seemed. Engine sounded fine  
sounded like all the rest of them. Pilot seemed alert & awake.  
departed way 23. Fuel guys were packing trucks. They went  
back in the building. removed of accident when 980 phone  
started ringing around 9:00 p.m. Lc1 work shift ended 1030

Witness Signature: [REDACTED] Date: 1-16-13

(If more space is required, continue on reverse) Page \_\_\_\_\_ of \_\_\_\_\_

WITNESS STATEMENT FORM

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Place of Incident: \_\_\_\_\_

Witness Name: Tyler Scott Malloy Date: \_\_\_\_\_

Mailing Address: [REDACTED] City Leavenworth State MI

Zip Code 49755 Time of Incident: \_\_\_\_\_

Aircraft No. \_\_\_\_\_ Color \_\_\_\_\_ Other description \_\_\_\_\_

Telephone: (Home) \_\_\_\_\_ (Work) \_\_\_\_\_ (Cell) \_\_\_\_\_

Tell in your own words what you saw and heard before and at the time the incident occurred.

Worked at FBO for 1 year. started work at 4:00 p.m. off clock at 11:00 p.m. stayed at airport FBO until 0200.

Said pilot called FBO phone via his cell phone. Pilot requested a quick turn 15 gallons per side said he would be there (pulled) in 20 minutes. Tyler relayed fuel order to fuel guys - 30 gallons total, 15 per side & bring the truck up. Pilot called union about 20 minutes. After his original arrival time (40 minute total) landed runway 23 parked himself, shut down eps truck. Arrived when he shut down. Tyler toggled surveillance camera & zoomed in on his tail #. took fuel 1st, then was loaded with cargo. Tyler said FBO will provide disc with video of aircraft loading. Fuel guys finished fueling airplane they called in fuel total delivered to Tyler. Tyler wrote up fuel receipt. Pilot came to window inside FBO & signed fuel sale "Pilot acted like he was unsure of what copy to take" Tyler said this was the 1st time he met this pilot, he stated this pilot might have been new. Pilot signed receipt - went to the bathroom. Came out of the bathroom said

Witness Signature [REDACTED] Date: 01/16/13

(If more space is required, continue on reverse) Page \_\_\_\_\_ of \_\_\_\_\_

WITNESS STATEMENT FORM

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Place of Incident: \_\_\_\_\_

Witness Name: Gray Robert Date: \_\_\_\_\_

Mailing Address: [Redacted] City Jellstar State MI

Zip Code 49769 Time of Incident: \_\_\_\_\_

Aircraft No. \_\_\_\_\_ Color \_\_\_\_\_ Other description \_\_\_\_\_

Telephone:(Home) \_\_\_\_\_ (Work) \_\_\_\_\_ (Cell) [Redacted]

Tell in your own words what you saw and heard before and at the time the incident occurred.

Employed 8 years at FRO. Started work at 1300 1/15/13  
Worked until 2130 hrs. Night Supervisor  
Tyler called with fuel issue + being towed up.  
Tyler said aircraft was 20 minutes out. Actually arrived  
about 35-40 minutes later. Pilot taxied to parking, shut down  
ops truck was not there. Gray said he fuelled him 15 gal  
per side, stated aircraft was clean, no snow ice adhered  
to planes. Pilot did not ask to get de iced. After  
gray fuelled him, gray told pilot he may have to wait  
a few minutes, because ops guys don't show at times.  
Pilot stated "yeah I know, that's why I called ahead  
of line for fuel." Finished fueling then parked fuel truck.  
did not see or hear him leave.

At: Around time gray was fueling aircraft stated  
it was windy. Need tank to watch fuel gauges  
because it was windy & to holla we're they hit  
15 gallons, & did the same thing for the

Witness Signature: [Redacted] Date: 1-16-13