

987 Investments, LLC
Brookshire, TX
October 19, 2021
DCA22MA009

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

SURVIVAL FACTORS GROUP CHAIRMAN FACTUAL REPORT

Attachment 6 -Witness Written Statements

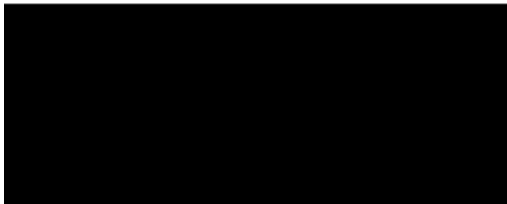
(5 Pages)

Mechanic for the H Company

N987AK Witness Statement

October 21, 2021

Myself and a co-worker were standing on the east side of the number two (2) T-Hangar (facing the runway) watching N987AK take off. Midway down the runway, I made a statement to my co-worker that the aircraft was traveling too slow to take off. He agreed. As the aircraft drew nearer to the end of the runway, I yelled out sever times, "PULL UP!!!". My co-worker said, "This isn't going to be good". At that moment, I witnessed the thrust reversers deploy for several seconds and then close. Soon after that, we witness the aircraft hitting the power lines. As soon as the aircraft touched the power lines, the power lines glowed a bright red. Once the aircraft broke through the power lines, sparks flew and instantly the aircraft blew up, bursting into flames, sending a huge fire ball into the sky. I yelled, "NO!!!" and ran to my supervisor's office to tell him to call 911 and briefly described what had happen. Seconds after that, four (4) co-workers and myself jumped into the company truck and raced to the scene of the accident. Once there, myself and two (2) Houston Executive employees jumped the gate leading to the field and raced to where the aircraft had rested. Ninety percent (90%) of the length of the gravel road was on fire with aircraft debris scattered everywhere and downed trees. By the time we reached the aircraft, the aircraft was engulfed in flames except the tail section. The heat was intense and it was hard to see anything because of the black, dense smoke. Soon after, we were able to see passengers in a nearby field. At that time, we raced to them to see if we could be of any assistance. We were told that all crew and passengers had safely egressed the aircraft and no one was seriously hurt.



Mechanic for the H Company

10/19/21 AT APPROXIMATELY 10:00 AM I STOOD AT THE ~~END~~ EAST END OF ONE OF THE ROWS OF "T" HANGARS TO WATCH THE MD-80 TAKE OFF, AS IT STARTED THE ~~TAKE~~ TAKE OFF ROLL IT NEVER SEEMED TO GAIN SPEED OR IT APPEARED TO BE SLOW THE LENGTH OF THE RUNWAY, ONCE IT REACHED MIDWAY DOWN THE RUNWAY I FELT IT SHOULD @ THAT POINT ~~BE~~ BEGIN TO ROTATE OR SHUT DOWN & IT CONTINUED TO ROLL, AS THE AIRPLANE CONTINUED TO ROLL NEVER TAKING OFF I THOUGHT SOMETHING IS FIXING TO HAPPEN -

I SAW FOR SURE THE RH THRUST REVERSER DEPLOY, A BURST OF DUST & DIRT, POWER LINE CLOWN RED & INSIDE FLAMES AT THAT POINT



Tidal aviation employee, Tenant of Houston Executive Airport

This is my account of the morning of Oct 19. At approximately 9:58 am I was situated on the corner of the first row of the T hangers in a golf cart waiting to watch the MD-87 takeoff for visual reference. I had a full view of the runway. Here is my account:

- Once the MD87 turned to face north on runway 36 it began to roll down the runway, I saw white smoke come out of one of the engines, I think it was the left engine but cannot be 100% certain.
- As it rolled down the runway it looked like it was gaining speed and passed my center view.
- As I looked left to watch it rotate, it never rotated, and the next thing I saw was the reverse thrusters deploying on both engines, it appeared to be at the tango taxi lane from my angle or just passed it.
- Then I saw the plane's nose dip as if it went off the runway, continue forward towards and into the tree line, and then an explosion occurred. I could no longer see the plane.
- All I could see was the massive fireball.

I immediately called 911 and turned around in my golf cart to alert others. The 911 call was made at 10:00 am.

Line Mechanic for Houston Executive Airport

10/22/2021

To: Whom it may concern,

ON October 19th I helped Passengers load bags onto the MD-87 N987AK, I also Parked Passenger Vehicles in the Valet garage. When the MD was ready to leave I pulled their Chalks and ran up the engines with the lead mechanic right beside me, Nothing was out of the ordinary. After marshalling the plane off the ramp, I parked a vehicle for another aircraft. When I was leaving the Valet garage, I looked toward the runway to watch our largest ~~Basel~~ aircraft take off. I saw the MD accelerate down the runway but I didn't see them rotate before my view of the runway was blocked by the T-buildings. I looked above the T-buildings expecting to see the aircraft rise into the sky. A few ~~moments~~^{seconds} later I saw a plane of fire erupt into the sky. I ran into the airport, telling the front desk to call 911, then ran to the F-150 where I met [REDACTED] the airport director, and we hurry to the scene of the crash. On the way to the scene we pick-up an airport maintenance staff member, [REDACTED] ~~and~~ who was mowing the grass along the taxiway. The 3 of us drive off the runway to the downed fence, Park the Truck and [REDACTED] and I move to the plane while Andy unlocks the gate for emergency vehicles. Upon arriving at the tail side of the plane I notice an engine is still running and the fire is still burning strongly so I keep my distance. I also notice ~~that~~ the Passengers are outside the plane a few yards away from the nose. I ran over to the Passengers to find out they're all safe and only 1 older gentleman has been injured. He was lying on the ground with back pain.