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**Attachment 13**

**to Operations Group Factual Report**

**DCA05MA04**

**Corporate Airlines Operations Agent Statement**

On 10-19-04 at approximately 1950 hours Jason Bunch received a call from Brian Salsberry a co-worker. He stated that he thought that are aircraft had crash. I was at class so I told the instructor that I had to go. I was on my way to the Airport when I received a call from my manager Joe Wuebker. He stated that he wanted me to go the airport and help Brian with the family of the passengers that was aboard our aircraft. He stated he was going to the crash site to confirm that it was our plane that crashed.

Upon my arrival at the airport I spoke with Brian he stated that he hadn't talked to our plane since they called in in-range at 1927 hours. He stated that he made several attempts to reach them on the radio and had spoke with Janet from dispatch and she said neither Kansas City center or her had our aircraft on the radar. Brian had received a call at approximately 1945 hours that a plane had crashed about 4 miles south of the airport.

At approximately 2020 hours I spoke with Joe and he stated it was our plane that had crashed and there were 15 people on board the plane. He stated that there were only a few survivors. I asked Joe what I should do with the family on the passengers aboard our flight? He said to wait until he got here and he would notify them. Upon Joe's arrival at approximately 2300 he spoke with the family's that was waiting. He stated we did have a plane that went down and there were only few survivors.

At approximately 2300 I went out to the crash site as Airline representative. At approximately 0500 I came back to the airport.

Jason Bunch 10-21-04

  


7:27 p.m. - in range call

Approximately - 7:35 p.m. - radio back in to confirm whether the runway lights were on. Told them they were.

7:47 p.m. - person called in and said his neighbor had saw a plane fall from the sky 4 miles south of airport

approximately - 7:50 p.m. Joe Wuelker was called by me and told one plane had possibly crashed.

approximately - 7:55 p.m. I told dispatch Janet that there was a plane down and it was possibly 5966.

approximately - 8:00 p.m. called the police to confirm there was a plane down they had crews enroute but needed better directions.

approximately - 8:05 p.m. - Jason Burch called I told him one plane had possibly crashed

approximately - 8:08 p.m. called back to the police dispatch to get confirmation and get assistance to close down the airport.

approximately - 8:12 p.m. - called dispatch let them know crews had arrived. Get them no thirteen passengers ever on board.

## Events for Flight 5966 on October 19<sup>th</sup> 2004

At approx. 7:45pm I received a call from Brian Salsberry who was at the airport and is employed by Corporate Airlines. He was my agent on duty for that evening. He stated that he received a phone call that a plane had crashed + our plane had called in-range about 20 min ago and was not there yet. I verified with him the information regarding the phone call reporting a plane crash, then told him to call 911 and get some emergency crews to go out and check at the site. I then called dispatch and told ~~them~~<sup>Janet</sup> about what happened and asked if the plane was still showing up on radar. She told me he did not see it on radar, but that she would call Kansas City center to see if they did. I then called Thomas McFadin to let him know what was going on. Thomas + I both agreed that I should head into Mo. On my way in, I called dispatch again to see if they contacted Kansas City. Janet said yes she did, but they didn't see them on radar either. I then called Brian again to see if he knew anything else, ~~but~~ he said the rescue crews were en-route. I then called Thomas again to give him an update, he told me to go out to the crash site to verify whether or not it was our flight that had gone down. When I got to the site + verified that it was our plane I called Thomas + let him know. He said he was going to call the people on his phone tree that I should call Larry Graff to let him know so he could get some help into Kirksville. After that I headed back to the airport to take care of business there + get the ball rolling to ~~get~~ be ready for all the people that were going to be here. It was also at this time that I notified the families that our plane had indeed gone down.

Joe Wuebker  
Corporate Airlines