

STATEMENT FORM

Date: 01/17/19 Time: 1711 Case# 59-00645 ☐ Victim
Type of Case/Incident: PLANE CRASH ☒ Witness
☐ Other

Statement of:

Full Name (Last, first, middle): Dale Andrew Paul		DOB: [REDACTED]	
Home Address: [REDACTED]			
City: Ellensburg	State: WA	Zip: 98926	
Business Address: [REDACTED]			
City: Ellensburg	State: WA	Zip: 98926	
Telephone Home:	Work:	Cell/Msg: [REDACTED]	

Statement: I was out on my three wheeler when I heard motors gunning. I looked up and a 2 engine plane diving westward with the co-pilot wing angled down. As the pilot gunned the motors, he/she turned the stabilizer to turn south as well as pulling up. The plane hit the ground at about a 45 degree angle with the nose and passenger co-pilot wing. I yelled to my land lord to call the police a plane had crashed. I then ran to the plane to see if there were any survivors. I came across one body that was lifeless.

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 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: [REDACTED] EBURG

Taken at (location): [REDACTED] #24

Witnessed by:

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STATEMENT FORM

Date: 1-17-2019 Time: 1707 Case# SL9-00645
Type of Case/Incident: Aircraft
☐ Victim
☒ Witness
☐ Other

Statement of:

Full Name (Last, first, middle): Brunson Jeff T DOB: [REDACTED]
Home Address: [REDACTED]
City: Ellensburg State: WA Zip: 98926
Business Address: same
City: same State: Zip:
Telephone Home: [REDACTED] Work: same Cell/Msg: same

Statement: I heard a plane sound flying low looked up saw it diving down sideways. Then heard a loud bang. Called 911 drove to scene at [REDACTED] found the wreckage in one of my hay fields. Plane was still smoldering when I got on scene. Found a body which was left of it.

I was on Tiger Road right at my driveway. [REDACTED]
The left wing was lower than the right wing.
The plane was 200-300 feet above the ground when I first saw it.
It was more "nose down" and didn't look like he had enough altitude to pull up.

() 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 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: X [REDACTED]

Statement taken by: G. Thompson 37
Taken at (location): site of crash [REDACTED]
Witnessed by: [REDACTED]

ED J. BEESON

Aircraft was tied down and snow 3'-5" overnight.

January 17, 2019 starting around 3 pm

Went out when I saw Frank heading out to his plane with brush to remove snow. (I had just previously cleaned snow off an RV10. Snow came off quite clean but left surface with beads of water.) I took the shovel out to move snow balls from berms created by plowing that were around Frank's aircraft. I told him we didn't need him dinging his prop due to the berms. He commented and said he tried to get earlier start but work didn't cooperate. He hoped to get back VFR. I looked south and commented I could see the ridge to the south in places but not in others. The whole valley had clouds here and there. He told me he would be contacting Chinook for vectors around the weather. We said good bye and I went back into the shop. I looked out later as I hadn't heard his engines start. I noted the flaps were extended and tie downs removed so assumed a preflight had been completed. I assumed he was off parking his truck. I didn't ever see anyone else, but his truck was driven away by someone. I later heard the engines fire up and run up. I got busy with customer drop-in, pilots from Tarp-It, and working on N155PT.

The line (Robert Wallwork) answered the phone from Chinook and came to ask if I knew anything about N14372. Chinook remained on the line while I got into account information and found cell number for Frank. I called and got voicemail. I left a message and Robert took Chinook phone number and told them we would call if Frank got back to us. I called Terry LaRue to get Brian's??? (Frank's hangar mate) cell number. I called and left voicemail for him.

Frank got a call from T. Sloan while we worked on snow. He had called her to get AWO's phone number earlier and she was calling him back. He jokingly told me it was a call from the tallest pilot I knew. I laughed and told him about the owner of N759DF.

*Chinook asked Robert if fuel was purchased from us. Note follow up and if necessary get sump samples!

*Drug and alcohol check?-A bit late now??

CWU started training flights just after 1 pm and were conducting OPs during this time. There were people around.

Robert Wallwork-ask to write down what he recalls of afternoon and any details he recalls about phone conversation.

Lyle Pfiefer

Dave Ratcliff and grandson (per Lyle)

T. Sloan (phone)

B. Thompson

Bo---

Customer upset about 100LL for snowmobiles

Marlon-RV10 (phone)-spoke with Andy M. on phone about tie downs

CWU flights Ops taxiing through and by

