

IRON COUNTY SHERIFF'S OFFICE
2132 North Main Street
Cedar City, Utah 84721
435-867-7500

VOLUNTARY STATEMENT

NAME: ROBERT SHELTON PHONE (H): _____ (W): _____

ADDRESS: _____ PAROWAY UTAH 84761

DATE OF BIRTH: _____ SS#: _____ SEX: M AGE: 64

You are notified that statements you are about to make may be presented to a magistrate or a judge in lieu of your sworn testimony at a preliminary examination.

Per Utah Code 76-8-506, a person is guilty of a Class B Misdemeanor if he/she knowingly gives or causes to be given false information to any peace officer or any state or local government agency or personnel with a purpose of inducing the recipient of the information to believe that another has committed an offense; OR knowingly gives or causes to be given information concerning the commission of an offense, knowing that the offense did not occur or knowing that he/she has no information relating to the offense.

I give this statement of my own free will. No promises, threats, or coercions of any kind have been made to me by any Iron County Sheriff's Deputy.

Time, Date and Location of incident: 04/23/2022 APP: 1830-1900 HWY 14 MILE MARKER 7

Please describe what you saw, heard, or know of this incident:

I WAS DIVING DOWN CANYON TOWARDS CEDAR CITY WITH MY WIFE, JEANNE SHELTON. I AM NOT SURE OF THE EXACT TIME BUT IT WAS BETWEEN 1830 & 1900 HRS. WE BOTH SAW A WHITE SINGLE ENGINE AIRPLANE WITH A SKINNY TAIL SECTION FLYING UP CANYON OVER THE RIVER. AS IT WAS ABOUT TO PASS US IT MADE TURN TO ITS LEFT AND THEN TO ITS RIGHT THE MOVEMENT WAS QUICK AND MORE LIKE A ROCKING MOTION. THE PLANE CONTINUED UP CANYON PASSING US AND WE DID NOT SEE IT AGAIN. I AM A PRIVATE PILOT. THE PROPELLER APPEARED TO BE UNDER POWER AND NOT WINDMILLING. THE PLANE'S AIRSPEED LOOKED LIKE 80-90 KNOTS. THE PLANE APPEARED TO BE ABOUT 300 FT AGL (ABOVE GROUND LEVEL)

(See reverse side for additional space)

Signature

4/24/2022
Date

Voluntary Statement

<https://ironsherrif.aidaform.com/voluntary-statement>

Tuesday, April 26, 2022 17:52 UTC

VOLUNTARY STATEMENT

IRON COUNTY SHERIFF'S OFFICE

2132 North Main Street

Cedar City, Utah 84721

435-867-7500 / Fax 435-867-7539

Name

Michael

Barr

Date of Birth

[REDACTED]

Phone Number

[REDACTED]

Address

[REDACTED]

Washington

Ut

84780

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I give this statement of my own free will. No promises, threats, or coercions of any kind have been made to me by any Iron County Sheriff's Deputy.

Deputy name

I missed the Deputy name _____

Time, Date and Location of Incident:

6:30-7:00pm April 23rd 2022 _____

Please describe what you saw, heard, or know of this incident:

Witnessed plan crash.

My wife and I were driving through the canyon on Hwy 14 on Saturday we witness at the time what we considered was a very close call. Later we were made aware the plane we witnessed did in fact crash.

I fist witness the plane about 3/4 of a mile east of Milts Restaurant.

The plane was flying at a very low altitude maybe 200'-300', they were low enough that i could make out people in the plane. Other than being low the plane did not look in distress, however my windows were up so i couldn't hear the engine.

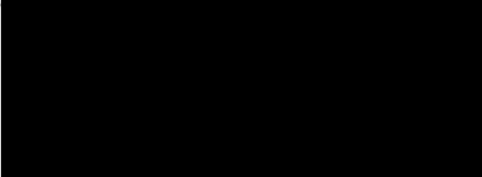
The plane was flying towards the east crossing over the highway at a angle.

Once we past the plane i looked in my mirror, i then saw the plane bank really hard to the south, back across the highway. As if it were trying to turn around in the narrow canyon. At that point the wings were almost completely vertical.

I told my wife i sure hope that's a experienced pilot, from my basic knowledge it was a very stressful maneuver at a low altitude. The plane didn't look like it had enough speed to pull off that maneuver. I kept checking my mirrors to see if there was any type of smoke or anything, but i never saw anything nor did i hear anything, so i assumed the plane recovered and continued up the canyon.

AFFIDAVIT FOR PURPOSES OF NCIC ENTRY

Signature

	
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Today's Date

2022-04-26

My name is Jason Fahrni. I considered myself a close friend of Steven. I have no piloting experience or any knowledge of the subject. Steven and I had planned a flight out of Spanish Fork, Utah airport to the Moab, Utah airport. A week, or so, prior to the flight, Steve informed me that the airplane he had rented from the school was going in for regularly scheduled maintenance, as per protocol. The maintenance was going to take a week to be completed.

I had met up with Steven at a later date and set up the date of our flight. Steven had taken a few test flights to familiarize himself with the plane. He was very excited to tell me of his flights and the capabilities of the plane, such as flying by instrumentation and auto-pilot features, also of the night flights in the plane.

The day of the flight, my wife, two kids and myself drove to the airport to meet up with Steven. He was conducting the pre-flight checks of the plane. He informed me that the plane had just come back from a flight and had been out for a few hours. Once that was complete myself and my two kids boarded the plane. My wife was taking pictures of us and the take off, from the ground. The plane did have a very difficult time getting started. It would continuously flood the engine. I often thought to come back another day. Steven was confident enough that the plane was going to start and we would have a lot of fun. The plane finally started after about 15 minutes of trying to start it. By now it was around 15:30 to 16:00 hours.

Once in the air, we quickly found it to be very rough turbulence at the altitude. Steven did not seem nervous or have any concern about how turbulent it was. I happen to notice that the "ALT" button was not pushed in. I asked Steven what it was and why it could be "popped" out. He mentioned to me to push it in and see if a few of the instruments would change. I

pushed it in and a few of the gauges came up to within normal limits. Approximately 45 seconds later the "ALT" button "popped" out. Steven informed me to try it again and see if it would hold in. Another 45 seconds go by and it "popped" out. The motor sounded good and all the instruments that ran the plane were in the normal operating range. For the duration of the entire flight Steven would have me push in the "ALT" button every 5 to 10 minutes.

Steven went on to show me the auto-pilot mode in the plane. It did not work. He tried several times and contacted the school, but was not able to get in touch with anyone. Several more attempts were made to see if the plane would function in the auto-pilot, but all attempts were unsuccessful.

We flew around Moab and looked at the scenery and the sights, still needing to push in the "ALT" button. On landing in Moab we taxied to the parking spot as per the radio tower. We all exited the plane and rented a car to go have dinner. We had dinner and drove back to the airport, 3 or so hours later. A second pre-flight was conducted by Steven and he was teaching me some of the basics of what a pre-flight entailed. He had mentioned to me that, he is not sure the plane would start and where could we go if we had to stay the night in Moab. The plane did seem to start up quicker and only had a few times that it flooded out.

We took off from the airport at around 22:00hrs. I continued to push in the "ALT" button in every 5 to 10 minutes. The flight back did seem less turbulent and fairly non-eventful, as far as any problems with the plane. Steven did mention that he was going in at first chance to complain to the school at the poor functionality of the plane. He did appear very frustrated with the maintenance team.

Once we landed and taxied to the parking spot, all electrical components of the plane had ceased to work or even the general lights to function failed to operate. Steven was not able to get the post trip hours of the plane and a few other important pieces of information of the plane.

Days later Steven called me and inform me that he had talked to a gentleman that had the plane before him on the day of our flight. He informed Steven that he was having difficulty with the plane as well. Steven did not go in to great detail of what they talked about, only that he was having problems with the plane.

Our flight was approximately two weeks before the accident. I hope my experience with this plane does help with putting the pieces of the tragic accident and loss of lives. Thank you for reaching out to me.