

Human Performance Group Chairman's Factual Report

**Gray Summit, Missouri
HWY-10-MH-018**

Attachment 1: Narratives of Investigative Interviews

(20 pages)



**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, D.C. 20594**

NARRATIVE OF INVESTIGATIVE INTERVIEW

Interviewee: Michael D. Crabtree ----- Home
----- Cell

On Thursday, August 6, 2010, Michael D. Crabtree, the driver of the 2007 Volvo truck tractor involved in the accident on I-44 near Gray Summit, Missouri on August 5, 2010, was interviewed at the headquarters of Climate Express, Inc., his employer. In addition to Mr. Crabtree, Mr. Tim Lasky (Climate Express President), Mr. Rob Hughey (Climate Express Safety and Compliance Manager), and Mr. Ted L. Perryman (Attorney at Law, representing Climate Express) were present. Conducting the interview were investigator Dennis Collins (NTSB), investigator James LeBerte (NTSB), and Trooper Huntley Hoemann (MSHP).

When asked to recall what he could of the events leading to the accident, Mr. Crabtree stated he was leaving his employer’s headquarters and heading to St. Louis, Missouri. He merged onto Interstate 44 from U.S. Route 50. He recalls seeing two school buses in hi rearview mirror as he did so, and believes the buses were in the left lane. He stated the buses were approximately a mile behind him when he saw a pickup truck pass them. He went on to state that he saw traffic ahead was slowing and he did the same. According to Mr. Crabtree, when traffic stopped, he did so as well, gradually. He stated had left approximately 50 feet of space between his vehicle and the stopped traffic. He recalled the vehicles in front of him were a “little red car” and a white utility/company truck. He stated he was in the right lane and his lane had completely stopped while the left lane was still moving somewhat.

Once stopped, Mr. Crabtree looked in his right side mirror, his left side mirror, and his rearview mirror. According to Mr. Crabtree, he saw the pickup truck in his rear view mirror, knew that he was going to be hit, braced himself with the steering wheel, and he was. Mr. Crabtree stated that approximately 2 or 3 seconds later, there was another hit to the rear. When asked, Mr. Crabtree could not recall if the impact moved his vehicle, but he did state in moved him out of his seat. He was able to recall that he

was in 3rd gear with one foot on the brake and one on the clutch at the time of the first impact; he stated this was because traffic had started to move and he was preparing to follow. He was very clear that he was still at a stop when struck.

Mr. Crabtree stated that after the second impact, he unbuckled his seatbelt and got out of his truck. He described feeling weak and dizzy, and stated he fell to his knees, crawled in front of his truck and to the shoulder, and lay down. He remained there until he was placed on a backboard by EMS personnel and taken by ambulance to St. John's Mercy Hospital in Washington, Missouri. He stated he could smell gas when he exited the truck.

When asked, Mr. Crabtree stated he did not recall passing any vehicles on the shoulder of the roadway, and believes he would be able to do so if anything was there. He stated he recalled seeing construction signs, but does not recall seeing any lane closed signs or any arrows directing traffic to move. He described the general condition of the roadway as okay.

When asked, Mr. Crabtree stated that was off-duty from July 24th through August 2nd. He called in on August 1st for a load to deliver on August 2nd. He awoke at home between 9 and 10 am on the 2nd. He stated he went to his truck to check the in-vehicle system (Xata) for his load, a distance of approximately a mile. Upon learning he was going to need to deliver to Berryville Graphic by 2:00 p.m. that day, he called for directions and was told that the loading dock was backed up and that he could make the delivery later in the day. The driver returned to his home and reportedly spent a quiet afternoon there.

Mr. Crabtree stated he departed his home at 6:00 p.m. to pick up his load. He stated he had to drive approximately 16 miles, which took him half an hour; he then took a half an hour to load. He departed at approximately 7:30 p.m. He went on to state that he stopped for fuel in Clearbrook, Virginia at 8:00 p.m. He then drove to Catlettsburg, Kentucky (Exit 185 on I-64), where he stopped for the night. He stated he stopped there because that location has a "Flying J" truck stop. Mr. Crabtree stated he went into the sleeper berth at 2:45 a.m.

According to Mr. Crabtree, he awoke at 12:00 noon on August 3, 2010. He stated he completed his pre-trip inspection at 1:00 p.m. and that it took him 15 minutes to perform the inspection. He described that as a typical length of time. He drove to Warrington, Missouri, arriving at 9:00 p.m., and refueled. He stated that fueling took fifteen minutes. He then continued driving to Jefferson City, Missouri, arriving between 10:30 p.m. and 10:45 p.m.

On August 4th, Mr. Crabtree drove from Jefferson City to the headquarters of Climate Express, Inc. in Union, Missouri. He stated he dropped his trailer and left the tractor at the yard to allow the mechanics to repair the air conditioning, which was not working.

On August 5, 2010, Mr. Crabtree left the carrier between 9:45 and 9:50 a.m. He stated he was on his way to St. Louis, Missouri, to pick up a load. When asked, he stated he performed a pre-trip inspection that morning and the form should still be in the tractor. He stated that both on that morning and in general he had no trouble with the tractor. After a moment's thought, he stated that the last problem he recalled was an EGR valve needing to be replaced; the symptom was a loss of power. He went on to state the replacement should be noted in the vehicle's maintenance file. He also stated that the company's repair procedure requires the driver to complete paperwork describing the problem and requires the mechanics to indicate what steps they've taken to correct the problem on the same form.

When asked about his sleeping habits, Mr. Crabtree described his quality of sleep as good and stated he has no trouble falling asleep. He stated he typically gets between 8.5 and 9 hours of sleep a night. He denied snoring or a diagnosis of sleep apnea.

Mr. Crabtree described his general health as good. He denied having any medical problems prior to the accident. He stated he does not drink alcohol and does not smoke. He described both his hearing and vision as good and denied taking any prescription medication, herbal supplements, or over-the-counter medications in general and over the three days prior to the accident. When asked if he had a family physician, he indicated he sees Dr. Nau in Harpers Ferry, West Virginia.

When asked about potential distractions, Mr. Crabtree stated he owned a cellular telephone which was with him in the truck at the time of the accident. He owns and uses a hands-free headset. He denied using the phone at the time of the accident, although he did call his wife as he left the yard. He stated that call ended before he got onto Interstate 44. When asked, he gave his number as ----- and his service provider as AT&T. When asked, he stated he was not using the Citizens Band (CB) or AM/FM radios in his truck at the time of the crash.

When asked about the dispatch procedure, Mr. Crabtree stated he is dispatched via the Xata system. He went on to state he would deliver a load and send in an empty call. Typically, he would get a new load dispatched within 30 minutes.

When asked about his commercial driving experience, he stated he had gotten his temporary CDL on April 6, 2005, and had a total of over 5 years of experience. He estimated he had approximately 722,000 miles driven in a CMV. He has worked for Climate Express, Inc. since July 14, 2009. He stated he had made the trip from Union to St. Louis before. When asked, he stated it was approximately 18 and a half hours by commercial vehicle from his home to the carrier; when making the trip, he would stop in Claysville, Pennsylvania or Zanesville, Ohio.

END OF INTERVIEW



**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, D.C. 20594**

NARRATIVE OF INVESTIGATIVE INTERVIEW

Interviewee: Eugene Reed -----

On Friday, August 7, 2010, Eugene Reed, a witness to the accident on I-44 near Gray Summit, Missouri, was interviewed via telephone by NTSB investigator Rafael Marshall.

According to Mr. Reed, he saw a sign that the left lane was closed about 5 miles before the accident scene. He moved into and stayed in the right lane. He stated that he thought the speed limit within the work zone was 55 mph. He stated that he was going around 45 mph before the accident and cars were passing him. He reported that the traffic density was moderate to heavy. Prior to the accident, he saw a tractor in front of him stop and he slowed. He then saw what he described as an "SUV" pass him from the left and then enter the right lane. At an estimated distance of about 600 feet in front of him, he saw the SUV collide with the rear of a stopped tractor. He stated that another vehicle also passed him on the left and continued past the collision. Mr. Reed stopped his bus on the shoulder about 200-250 feet behind the accident. He estimated that about 5-6 seconds after the first accident, he saw the first bus collide with the back of the SUV, and then the second bus collided with the first bus immediately after.

Mr. Reed's bus is not equipped with a forward facing camera. He was not in the process of transporting passengers at the time of the accident. After the accident, he let some of the people at the accident site use the motorcoach restroom. Mr. Reed stated that he is familiar with the area and travels the road 8-10 times a month (maybe more). He further stated that traffic on the road normally travels at a fast pace.

END OF INTERVIEW



**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, D.C. 20594**

NARRATIVE OF INVESTIGATIVE INTERVIEW

Interviewee: Dr. Charles E. Keefe 636-239-8844 Work
1701 Heritage Hills Drive
Washington, MO 63090

On Monday, August 9, 2010, Dr. Charles E. Keefe, the doctor that performed the commercial driver fitness exam on driver Michael Crabtree, was interviewed at his place of business by NTSB investigator Dennis Collins.

Dr. Keefe received his medical degree in 1986 from Oral Roberts University School of Medicine in Tulsa, Oklahoma. His specialty is Family Practice. Dr. Keefe began performing driver medical examinations after completing his residency in 1989. He was able to confirm that Climate Express, Inc. sends all their drivers to him for their medical certifications. He could not estimate the total number he has performed in his career, but he indicated his clinic averages 60 to 70 exams per month, or 720 to 840 a year. He stated his staff typically performs the testing, although he can and has done so on occasion. Dr. Keefe's typical role is to get involved if any of the results are abnormal, such as a high blood pressure reading. He also stated that he reviews all testing before signing the forms.

When asked to describe a typical exam process, he stated a driver would register with the receptionist, who would take vital statistics (name, date of birth, etc.). The driver would complete the history questions, and Dr. Keefe or his staff would review the driver's responses. Any "Yes" responses would prompt follow-up questions to clarify the nature of the problem. Notes on the exam and any additional information provided by the driver are made on the form. Next, the driver's visual acuity is recorded for each eye and both eyes together. The visual acuity test is performed with or without glasses, as appropriate. If the driver needs glasses, it is noted on the form. Both eyes are also checked for any color weakness. Hearing is tested next, using the forced whisper test. The driver's blood pressure and pulse are taken and a urine dip is performed to test primarily for sugar levels. The driver's height, weight, and all test results are recorded on

the back page of the form. Drivers are certified as appropriate for times ranging from 3 months to two years.

When asked, Dr. Keefe stated he has no formal, specific training on education with respect to commercial driver exams.

END OF INTERVIEW



**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, D.C. 20594**

NARRATIVE OF INVESTIGATIVE INTERVIEW

Interviewee: Katherine P. Shackelford -----Home
----- Cell

On Tuesday, August 10, 2010, Katherine P. Shackelford, the driver of the 2003 Bluebird school bus involved in the accident on I-44 near Gray Summit, Missouri on August 5, 2010, was interviewed at her home. In addition to Ms. Shackelford, Mr. Scott Harper (her attorney) and Louis Shackelford (her son) were present. Conducting the interview were investigator Dennis Collins (NTSB) and investigator James LeBerte (NTSB). With the consent of Ms. Shackelford and Mr. Harper, the interview was recorded using a Sony® IC-PX280 digital audio recorder. A transcript of that interview is pending; for the purposes of this report, a summary of the information obtained in the interview is below.

Ms. Shackelford stated she arrived at the bus yard at approximately 8:00 a.m. She loaded the bus with some personal items, performed a pre-trip inspection, and spoke with Ron Copeland¹ and Kelly McEnnis-Mullenix² for approximately 10 minutes. When asked, she stated the bus was in good mechanical condition, with no problems uncovered in the pre-trip inspection. She specifically mentioned the tires, brakes, and lights as being okay. She indicated she adjusted the seat and steering wheel to fit her as part of her pre-trip. At about 8:35 a.m. she left the bus yard to fuel the vehicle. After fueling, she went to the High School, arriving at 8:55 a.m.

After loading, she and the other bus departed at approximately 9:10 a.m. According to Ms. Shackelford, they took Highway 68 towards Interstate 44, stopped at the railroad tracks (as they always do), and took eastbound I-44. She described the traffic as she got on I-44 as thin, but went on to state that the traffic got heavier, becoming average as the trip proceeded. She stated her speed was fairly steady at 60 to 62 miles

¹ Her employer.

² The driver of the second bus in the convoy.

per hour (MPH); she went on the state that the buses are not governed to that speed, but rather she is holding it to that speed. She described the day as nice – the sun was shining with a nice breeze. She recalled the roads as being dry, and denied experiencing any problems with glare or reflections.

When asked to describe the traffic conditions as she approached mile post 250, she noted that there was an extensive work zone in the area, and the speed limit was posted as 50 MPH. She went on to state she was traveling at that speed. She noted that the traffic density was thin, with most of the vehicles passing them in the left lane. She stated she had not driven through the construction zone this summer, having only gone as far to the east as Sullivan, MO, but that she knew there was construction in the areas as it has been going on for a long time.

Ms. Shackelford stated she believes there is a slight upgrade as you approach the accident scene heading east (the direction she was heading). She stated everything ahead looked clear, noting nothing unusual about the traffic, roadway, or anything in her forward field of view. She saw a tour bus on the side of the road, and a man came out and walked around in front of it. She stated she moved a little to the left, creating additional space between the tour bus and her school bus. She stated she watched the man then looked in her right mirror to be sure she was past, and then moved right. She stated that as soon as she moved right, the accident occurred. She described what she struck as a “mass”. When asked, she stated she did not have time to brake or steer. She remembers being struck by the second bus; she stated the impact from that bus drove her vehicle over the top of the “mass”. When asked about the traffic, she stated it was not slowing or stopping in either lane.

When asked what she remembered next, Ms. Shackelford stated she took off her seat belt, using it to get out of her set as she was leaning back. She could hear the girls on the bus screaming. Immediately she noticed that some of the students had been thrown into different seats. One of the passengers was bleeding, so Ms. Shackelford got paper towels and bottled water and used them to clean blood from the injured girl. She stated she moved down the bus aisle, talking to the girls, checking on them, and trying to calm them. As she approached the rear of the bus, a female emergency responder climbed into the bus and told her that she would need to leave the bus so that the responders could work. Ms. Shackelford stated she responded that she would leave when the last child left the bus. She went on to state that she noticed “Emily” was trapped in her seat, so she sat with her, holding her hand and keeping her calm. When emergency responders cut “Emily” lose, Ms. Shackelford left the bus.

When asked about devices inside the bus, Ms. Shackelford stated the bus was equipped with both a Citizens Band (CB) radio and an AM/FM radio; neither was in use at the time of the crash. Ms. Shackelford stated the CB radio was on; unless there was an emergency, she just listened to it. The AM/FM radio was never turned on. She stated she does own a cellular telephone, number ----- Her service provider is AT&T. She stated she was not using it at the time of the crash. She went on to state it was not on, but was sitting on the console, charging. She does not own a hands-free

device. She denied eating or drinking at the time of the crash. She stated that both in general and at the time of the crash the children on the bus were well behaved and not noisy.

As the subject of her cell phone was discussed, Ms. Shackelford states she does not use the phone while she is driving, checking for messages when she arrives at her destination. She stated she gave her phone to several of the students post-crash so they could call their families.

Ms. Shackelford stated the air conditioning on the bus was not working at the time of the crash. It was working when the trip started; however, in the vicinity of Cuba, Missouri, it no longer felt cold, so she turned it off and told the girls that they could open the windows if they wished. Ms. Shackelford stated she had the driver's window open and was using the vehicle-mounted small bus fan.

When asked about her health, she described it as "pretty good for her age". She denied any pre-existing medical conditions or being under the care of a physician before the accident. She identified her family physician as Dr. Schutz in St. James. She wears glasses and has a corrective lenses restriction on her license. She stated she needs the glasses due to astigmatism. When asked, she stated she was wearing her glasses at the time of the crash. She identified her eye doctor as Dr. Walters in Columbia, Missouri. When asked about her hearing, she said she could hear a whisper in the back of her bus.

She denied taking any prescription medications, herbal supplements, over-the-counter medications, alcohol, or illegal drugs. She stated she tries not to take any drugs of any kind at all.

When asked about the quality of her sleep, she described it as very good. She stated that ever since she was a child, she would have to get up once in the middle of the night to use the restroom, but has never had any problems falling right back to sleep. She denied any history or diagnosis of sleep apnea. She stated her typical amount of sleep is between 7.5 and 8 hours; that amount of sleep leaves her feeling well rested. She occasionally takes a nap in the middle of the day, ranging in length from 15 to 60 minutes. She stated she does nap on the bus on longer trips or trips that run later in the day.

When asked about the accident trip, Ms. Shackelford stated there is an unspoken policy that the oldest driver leads, unless the older driver chooses to allow another driver to lead to learn how to get to a particular destination. In that case, the older driver provides direction and guidance to the lead driver using the radio. For the accident trip, the driver of the second bus knew how to get to Six Flags. According to Ms. Shackelford, she and the driver of the second bus had taken a group to Six Flags around the last day of school the previous spring. She did not take any trips with the kids between the two trips to Six Flags, although she was driven to the Plato school in Licking to drive a newly-purchased bus back to St. James.

When asked about her experience, Ms. Shackelford first got a Commercial Driver's License (CDL) in 1972. She started driving for the father of the current owner of Copeland Bus Services. She stated she drove for Copeland during 1972 and 1973, and then drove part time as a substitute. She stated she and her husband owned a Canoe rental establishment which owned three buses, and she drove for that business. She returned to Copeland in 1987, stating that it worked out well for her to drive for Copeland during the school year and for the canoe business during the summer.

Ms. Shackelford stated she had been assigned to the accident bus as a trip bus for four years. She went on to state that the accident bus was not used for regular school routes, only for trips and activities. She identified her route bus as a 1997/1998 Bluebird snub-nose with the engine by the driver. When asked, she indicated the differences between her route bus and the trip bus were minor; the only difference she could recall is that the trip bus has an automatic, push-button door while the 1997 has a hand-lever controlled door. She said the rest of the controls are pretty much in the same place, including the pedals.

When asked, she stated she did not notice anything unusual about how the second bus was being driven. She commented that she has worked with the second driver for three years and considers her to be a good one. She stated that during the trip, the second bus was several bus lengths back. Ms. Shackelford stated she doesn't know how the two buses got so close together so fast. She thinks she might have slowed when the tour bus pulled off and the second bus didn't slow.

When asked, she stated she had sustained a compression of the 12th thoracic vertebrae, a sore intestinal area, and muscle aches.

When asked, she stated she renewed her license in June and did well on the exam and in the medical. She stated Copeland sends the drivers to Dr. Ellis in St. James.

END OF INTERVIEW



**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, D.C. 20594**

NARRATIVE OF INVESTIGATIVE INTERVIEW

Interviewee: Kelly McEnnis-Mullinex ----- Cell

On Tuesday, August 10, 2010, Kelly McEnnis-Mullinex, the driver of the 2001 Bluebird school bus involved in the accident on I-44 near Gray Summit, Missouri on August 5, 2010, was interviewed at the Union courthouse at 300 East Main Street Union, Missouri 63084. In addition to Ms. McEnnis-Mullinex, Mr. Dan Wilkie (her attorney) and Ms. McEnnis-Mullinex's mother were present. Conducting the interview were investigator Dennis Collins (NTSB) and investigator James LeBerte (NTSB).

When asked about her activities in the days prior to the accident, Ms. McEnnis-Mullinex stated she arose at 7:00 or 7:30 a.m. She had breakfast and received a call from Hibbet Sports Company, where she is employed as an Assistant Manager. She was asked to come in to work from 1:00 p.m. to 5:00 p.m., and she did so. At 6:00 p.m., she took her son to football practice and remained there until practice ended at 8:00 p.m. She returned home and went to bed between 9:30 and 10:00 p.m.

According to Ms. McEnnis-Mullinex, on Tuesday, August 3, 2010, she awoke between 7:30 and 8:00 a.m., which she stated was her usual time. She stated she went to work at Hibbet's at 9:30 a.m. and worked until approximately 1:15 p.m. She then registered her daughter for high school, finishing that task at approximately 3:00 p.m. Ms. McEnnis-Mullinex then had lunch at home and returned to work, remaining there until 9:00 p.m. She arrived home at 9:30 p.m. and went to bed at 11:00 p.m.

On Wednesday, August 4, 2010, Ms. McEnnis-Mullinex arose between 7:30 and 8:00 a.m. She reported to work at Hibbet's at 9:30 a.m.³ and worked there until 9:00 p.m.

³ According to Ms. McEnnis-Mullinex's mother (present during the interview), the actual time her daughter reported to work was closer to 10:45 a.m.

She departed work at that time and arrived home at 9:30 p.m. She had dinner and went to bed at 10:30 p.m.

On Thursday, August 5, 2010, Ms. McEnnis-Mullinex arose between 7:00 and 7:30 a.m. At 8:00 a.m. she departed her home for the bus barn, taking her son with her. Once at the bus barn, she completed a pre-trip inspection on the bus, with the only issue being a clearance light at the top rear of the bus being out. She stated she then talked to Ron Copeland for five to ten minutes, with the conversation centering on the day's trip. She then left to fuel the bus, using a pump located behind Ray's Tire. After fueling, she drove to the High School, arriving at 9:00 a.m. and parking at the rear of the school. She stated the two-bus convoy (with her bus as the second bus) left the school at approximately 9:15 a.m., after a delay caused by waiting for a male student. She stated it was her general practice to let the other driver lead when on a multiple-bus trip.

When asked about the route the buses took, Ms. McEnnis-Mullinex stated she took Highway 68 to Interstate 44 and entered the highway heading eastbound. She described the traffic as heavy and the students as quiet. According to Ms. McEnnis-Mullinex, as the buses passed through a construction zone she described as "twin bridges construction" due to the fact that two bridges are being built or rehabilitated, the driver of the first bus used the Citizen's Band (CB) radio to comment that other vehicles on the interstate were not lowering their speed appropriately for the work zone. Ms. McEnnis-Mullinex stated she was not aware of the construction on I-44 prior to starting the trip, but did observe multiple warning and advisory signs prior to entering the construction zone(s).

When asked what she could recall about the accident, Ms. McEnnis-Mullinex stated that both buses were travelling in the right lane. Her first indication that anything was wrong was watching the first bus go up into the air. She doesn't recall the lead bus making a lane change to the left prior to seeing it up in the air. She stated that she applied the brakes and steered to the right in an attempt to avoid striking the bus. She was unable to avoid striking the bus, and when she did, the windshield of her bus came down and struck her in the head. Her next memory is of the band director, Derek Limbeck, exiting her bus to look at the other bus. She also recalls someone saying that they needed to get off the bus because fuel was leaking.

Ms. McEnnis-Mullinex indicated that all the students on her bus exited through the rear emergency exit; she and her son were the last two to exit the bus. She stated that it was not until she jumped out of the bus that she realized she had injured her arms. A man she did not know came up to her and her son and indicated he had seen the condition of the pickup truck, and suggested she and her son go down to the service road and wait with the students. They did, and Ms. McEnnis-Mullinex checked on the students from her bus. She stated that only a few had what she would consider significant injuries.

At some point after the accident, a paramedic arrived and examined her arms. She was splinted and taken by ambulance to St. John's Hospital in Washington, Missouri.

Ms. McEnnis-Mullinex estimated her speed just prior to the crash as between 40 and 45 MPH. She did not recall the GMC pickup passing the buses or her bus passing a tour bus on the side of the road. She also could not recall how much separation

When asked if she consumed alcohol, Ms. McEnnis-Mullinex stated she does so occasionally, but had not consumed any in the three days prior to the accident. She indicated she takes hormones and an antidepressant once a day. She denied taking herbal supplements or illegal drugs. She stated she takes over-the-counter medication as needed, but did not take any in the three days prior to the accident. She stated she took all her normal medications on the day of the accident.

Ms. McEnnis-Mullinex described her general health as excellent. She stated she did not have a family physician. When asked about her vision, she stated she had undergone LASIK surgery and had good vision as a result. She does not wear glasses or contact lenses. She described her hearing as good.

When asked about her sleeping habits, she stated she normally sleeps “like a rock” and denied any history of sleeping disorders or snoring. She normally gets between nine and ten hours of sleep a night, and indicated this amount typically leaves her feeling well rested. Her normal time of waking is between 7:30 and 8:00 a.m.

When asked about potential distractions in the vehicle, Ms. McEnnis-Mullinex stated she owned a cell phone and had it with her at the time of the crash. She gave the number as----- and AT&T as her service provider. She denied using the phone at the time of the crash. She had previously stated that the bus was equipped with a CB radio, and denied using it at the time of the crash. She also stated the AM/FM radio was not on, and that she was not eating or drinking at the time of the crash, explaining that Copeland had a policy against doing so.

Investigators asked Ms. McEnnis-Mullinex about possible distractions outside the vehicle. She denied having a problem with the sun or glare, and did not recall any other external distractions. She stated that traffic was lighter at the time of the accident than it was when she first got on the Interstate and went on to state that she was not aware that traffic ahead of the first bus had slowed or stopped.

Ms. McEnnis-Mullinex stated she was familiar with the bus she was driving at the time of the accident, having driven it before on previous trips. The accident trip was her third to Six Flags, and she had used this bus on “lots” of trips for the school, to football games, basketball games, and track events. She had been notified of this trip to Six Flags approximately one week prior to the trip. When asked, she stated that the trip bus involved in the accident and her route bus were very similar.

When asked about her most recent commercial driver medical exam, Ms. McEnnis-Mullinex stated she had undergone the exam within the past few weeks. The performing doctor was Dr. Ellis in St. James. She indicated there were no problems

found during the exam. Ms. McEnnis-Mullinex stated she has held a commercial driver's license for a year and has spent her entire commercial driving career with Copeland's.

END OF INTERVIEW



**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, D.C. 20594**

NARRATIVE OF INVESTIGATIVE INTERVIEW

Interviewee(s): Dave Schatz -----Home-----
Sharon Schatz ----- Cell
636-742-4990 Work

On Thursday, August 12, 2010, Mr. Dave Schatz and Mrs. Sharon Schatz, parents of the driver of the 2007 GMC Sierra involved in the accident on I-44 near Gray Summit, Missouri on August 5, 2010, was interviewed at the Mr. Schatz place of business, 829 Park Lamar Drive, Villa Ridge, MO 63089. Conducting the interview was investigator Dennis Collins (NTSB).

When asked about their son's activities in the 72 hours prior to the accident, Mr. and Mrs. Schatz stated that he was running for state representative and the election was on August 3, 2010. As a result, the entire family was involved in various activities in preparation for the election. When asked, Mr. and Mrs. Schatz stated they were putting signs up and other activities.

On Tuesday, August 3, 2010, the entire family left their home in Sullivan, MO at 5:30 a.m. They all spent the day at polling locations; their son was at the poll location at the community center in Sullivan, MO. Mr. Schatz said his son remained there until the polls closed at 7:00 p.m. The entire family went to the Sullivan, MO country club for a watch party, leaving at 10:30 p.m. to go home.

According to Mr. Schatz, his son worked at the family business on Wednesday, August 4, 2010. His son's work day started at 7:00 a.m. and would last until anywhere from 3:30 p.m. to 5:30 p.m., depending on what tasks he was assigned. Mr. Schatz believes his son went out to the river and went boating with some friends on Wednesday. When asked, he stated he thinks the friends were Jordan Beerman and Timmy Rienhold and a third person. Mr. Schatz agreed to have one or more of those friends contact Investigator Collins. Mr. Schatz called a family friend, who confirmed the identities of the persons on the river that night and stated he believed they returned home at approximately 12:30 a.m.

On Thursday, August 5, 2010, Mr. Schatz son reported to work at 7:00 a.m. According to Mr. Schatz, his son was not assigned to a crew that day and was running errands in the shop. One of those errands was to take the 2007 GMC involved in the accident to Leo. J. Peirick's in Union, Missouri for a state safety inspection. According to Mr. Schatz, they had an appointment for 9:20 a.m. His son was to wait while the truck was inspected, then return to the shop. Mr. Schatz and his son had plans to return to Sullivan and take care of other errands. When asked why the truck needed to be inspected, Mr. Schatz stated he had purchased it from an employee and between lien issues and the election this was the first opportunity he had to continue to get the truck properly licensed. At approximately 10:30 a.m., Mr. Schatz sent his son a text message asking where he was.

When asked about his son's normal routine, Mr. and Mrs. Schatz, stated that the family had a rule that was similar to a curfew, in that they asked their older children to be home by 10:30 p.m. Sunday through Thursday. They went on to state that it was not strictly enforced, but that their son was typically home around that time. Part of the reason for the curfew was that their boys needed to get up at 6:00 a.m. and leave their home in Sullivan by 6:30 a.m. to be at work by 7:00 a.m. On working days, Mr. and Mrs. Schatz would make sure their boys were up at the appropriate time.

When asked about their son's health, Mr. and Mrs. Schatz stated he was very fit. They denied being aware of any snoring or problems sleeping for their son. They went on to describe him as a morning person, early riser, and easy to get up in the morning. Mr. Schatz stated that his son had played football for the University of Missouri the previous year and had never had any trouble making morning team activities. They indicated their son had undergone a physical in the week preceding the accident. The physical was performed by Dr. Tiefenbrunn in Sullivan, Missouri; the same physician would have treated Daniel for any illness or injury. They denied Daniel having any problems with his vision or hearing. Daniel did not wear glasses or contact lenses.

When asked if his son drank alcohol, Mr. and Mrs. Schatz stated that he probably did, but only occasionally and not to excess. They went on to explain that they are Baptist, and as such, the drinking of alcohol is forbidden; they do, however, recognize that teenagers and young adults try new experiences. As a result, they have adopted a policy that encourages their children not to drink without forbidding it. Their policy does stress not drinking and driving and not riding with someone who has been drinking. They do not think their son consumed alcohol in the three days prior to the accident.

When asked about drug use, Mr. Schatz stated he did not believe his son took any illegal drugs. Mrs. Schatz stated that the only thing she was aware of would be the occasional use of chewing tobacco. When asked if Daniel was taking any prescription drugs on a regular basis, his parents said that he was not. They indicated he only took over-the-counter medication as needed and took none in the three days prior to the accident. Mr. Schatz stated that his son may have taken a herbal supplement to help build

muscle while he was playing football for the University of Missouri, but doesn't think he was actively taking anything now.

When asked about Daniel's demeanor prior to the accident, Mr. Schatz stated he talked with his son right before he left to get the truck inspected, and he was his normal self, and looking forward to their plans later in the day, as well as moving back to college on Monday, August 9th to begin football practice.

Mr. Schatz indicated Daniel was familiar with both the truck he was driving and the roadway. He had driven the truck before, and he had extensive experience with the both that vehicle and the family's other Chevrolet vehicles. He had never expressed having any issues or problems with this vehicle. With respect to the roadway, Daniel drove it every day and was aware of the construction zone. He had not mentioned any particular problems with the construction to his parents. His father noted that if traffic in that area of I-44 is backed up, they can exit and take old Route 66 to avoid the congestion.

When asked about potential distractions in the vehicle, Mr. Schatz stated Daniel had a cell phone and provided the number as ----- and the service provider as AT&T. The truck had an AM/FM radio but no other electronic sending/receiving devices.

END OF INTERVIEW



**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, D.C. 20594**

NARRATIVE OF INVESTIGATIVE INTERVIEW

Person(s) interviewed: Timothy Reinhold ----- Cell

On Friday, August 13, 2010, Timothy Reinhold, a friend of one of the drivers (Daniel A. Schatz, GMC pickup) involved in the accident on I-44 near Gray Summit, Missouri, was interviewed via telephone by NTSB investigator Dennis Collins.

According to Mr. Reinhold, he spent the evening of Wednesday, August 4, 2010 with Mr. Schatz. Mr. Reinhold stated he got together with Mr. Schatz and some other friends after Mr. Schatz got off work, at approximately 5:00 p.m. They all got a boat from a friend in Sullivan, MO, and launched it on the Meramec River in Stanton, MO sometime between 5:30 and 6:00 p.m. He estimated they travelled approximately 15 miles on the river, anchored, and spent some time "hanging out". They brought the boat back in at approximately 8:00 p.m. and dropped it off at the friend's house at 8:30 p.m.

Mr. Reinhold stated they then travelled to the Blue Springs resort in Bourbon, MO, arriving at approximately 9:00 p.m. The group of friends met with some young ladies. Mr. Reinhold again described their activities as "hanging out". They departed the resort at approximately midnight and headed back to Sullivan. Mr. Reinhold stated he was dropped off at his home at 12:30 a.m., and estimated Mr. Schatz arrival home as 12:40 a.m.

When asked to describe Mr. Schatz demeanor and behavior that evening, Mr. Reinhold stated he was acting like himself and seemed normal.

END OF INTERVIEW



**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, D.C. 20594**

NARRATIVE OF INVESTIGATIVE INTERVIEW

Person(s) interviewed: Jordan Biermann

Cell

On Tuesday, November 9, 2010, Jordan Biermann, a friend of the GMC driver involved in the accident on I-44 near Gray Summit, Missouri, was interviewed via telephone by NTSB investigator Dennis Collins. Mr. Biermann was engaged in a conversation via text (SMS) messages with the GMC driver near the time of the accident.

When asked if he recalled the subject of the text conversation, Mr. Biermann stated he had been out on the river with the GMC driver and other friends the previous night, and the conversation related to their activities the previous evening. He could not provide any specifics, only that the messages exchanged were about the previous evening.

When asked, Mr. Biermann stated the GMC driver made no reference to the traffic conditions in the text messages. Mr. Biermann and the driver were making plans for that evening. When asked about the driver's demeanor, Mr. Biermann stated the driver seemed to be fine and was his normal self.

When asked if he recalled how the texting conversation ended, Mr. Biermann stated he did not, but that he did not recall thinking it was unusual or odd that he did not receive a response to his last message.