

PASSENGER WITNESS STATEMENT

NAME: Connor Owens DATE OF BIRTH: 1994

ADDRESS: Tuskegee, AL 36083

PHONE: (Day) (Night)

EMPLOYER: Golden Eagle Aviation (Title) Line Service Technician

Please circle the answers to the following questions:

1. Were you an occupant on board the aircraft? YES ☒ NO
If yes, were you:
a. the: pilot, co-pilot, flight instructor? Were you compensated? YES NO
b. a passenger? Were you compensating the pilot, owner, or operator of the aircraft for this flight? YES NO

If you were not on board the aircraft, where were you located? Front Entrance of the
Golden Eagle Aviation FBO at the airport.

2. Did you receive any injuries? YES ☒ NO (If yes, please describe).

3. If you were injured, do you have health insurance for your medical expenses from the accident? YES ☒ NO

If yes, and you have applied for or received benefits, please provide the name of your medical insurance carrier:

4. Do you have Medicare or Medicaid coverage for any of your medical expenses arising from the accident? YES ☒ NO

If yes, have you applied for, received or expect to receive payments from Medicare or Medicaid? Please explain on the reverse of this form.

PLEASE DESCRIBE WHAT HAPPENED:

On 15 October 2017; two pilots and a teenager came back to the airport to fly their aircraft back home to Memphis, Tennessee. They originally landed Friday, October 13th, and requested their aircraft to be refueled before they left out the following Sunday. I refueled their aircraft Saturday afternoon, pumping 35.5 gallons of AVGAS into their Cirrus SR-22T, tail number N289CM. Saturday, around 10:45AM central time, they came back to the airport for their departure back home. Within 15 minutes, they loaded up their airplane, started the engine, and taxied out to runway 13. I did notice after the engine started a faint cloud of white smoke and the engine was left at high RPMs up to 5 minutes. On takeoff, the aircraft gradually climbed out around mid-field of the runway as grey smoke was coming out of the exhaust. From my view point, I couldn't tell if the smoke was there before the aircraft became airborne. The sounds of the engine were real choppy throughout the whole takeoff. Around 200 feet, the aircraft speed was decreasing as it gradually went into a left bank, then immediately started losing altitude. I contacted the pilot via hand held radio and asked, "Is everything OK?" and he responded with "We have a

field in sight” which was the last communication I had with him before he crashed. I saw the aircraft disappear below the trees followed with sounds of the aircraft crashing. I tried communicating with him again after it crashed with my radio but got no response. I immediately called the police and NTSB to report the crash. The pilot called me over the phone and said everyone was OK five minutes after.



(SIGNATURE)

10/23/2017

(DATE)