

Fox Todd

From: Fox Todd
Sent: Wednesday, February 11, 2015 8:25 AM
To: E.Tony.Baumgard [REDACTED]
Cc: Fox Todd; ehal [REDACTED]; PJBasile [REDACTED]; david.studtmann [REDACTED]
Subject: CEN15FA136 - Witness Statement (Mike Mead)

Follow Up Flag: Follow up
Flag Status: Flagged

Inspector Baumgard,

Thank you for sending the witness statement as provided by Mr. Mike Mead...

I will include his witness statement with our public docket materials associated with the investigation.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: [E.Tony.Baumgard](#) [REDACTED]
Sent: Wednesday, February 11, 2015 6:37 AM
To: Fox Todd
Subject: FW: Aircraft Accident

Here's the witness statement.

Tony

From: Mike Mead [REDACTED]
Sent: Tuesday, February 10, 2015 9:58 PM
To: Baumgard, E Tony (FAA)
Subject: Re: Aircraft Accident

Tony, the following describes what I witnessed on the night of 4 Feb 2015;

Time was approximately 9:00 pm or possibly a bit later.
Weather conditions seemed to include a low ceiling with a very light intermittent mist.
Visibility seemed at least two miles or more.

I walked outside of my residence to check my mailbox and noticed an aircraft about a mile or so directly toward the west traveling north at what seemed to be a fairly high speed. My thought at that point was he might be heading for the Denton airport but was quite low and may have been trying to stay below the ceiling. Since it was a quiet night and the aircraft was the only thing I noticed at the time, I watched it for about 10-15 seconds when it abruptly entered into what looked like an unusual attitude and headed for the ground. Since it was night I couldn't quite see the outline of the airframe but could clearly see the position lights and the rotating beacon. What I clearly viewed from my position at the time was that the aircraft went from a straight and level flight attitude to an abrupt downward and almost vertical flight attitude towards the ground, this occurring in

about 1-2 seconds. It is also my impression from the way the lights changed position that the aircraft seemed to enter into a steep left bank with the nose dropping down significantly. This is the way it appeared from my position. I then lost sight of the aircraft shortly after this as it disappeared behind some distant trees and a few seconds later I heard the impact with the ground. I then called 911 to report the accident.

Another item that may be significant is this: about 2-3 seconds after the aircraft departed level flight I heard one or both engines surge significantly as though the throttles were rapidly cycled. Since my position, I believe, was about a mile or so away it should take about 5 seconds for the sound to get to me. This seems to me to show that the surging may have occurred while still in level flight.

Feel free to call me should you have any questions about this statement.

Mike Mead

ph: [REDACTED]

(FYI: If it will help to know my background, I'm a Captain with American Airlines)