



## The National Transportation Safety Board

Office of Aviation Safety  
Central Region  
Memorandum for the Record  
Statement of Andy Elder  
CEN15FA388  
Kewanee, Illinois  
August 30, 2015

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Mr Elder provided the following statement to the NTSB IIC:

It was a pleasure meeting you at the OSF Hospital in Peoria where you met with Samantha Murray. Per your request I am writing about the events that occurred prior to the plane crash on August 30, 2015 In Kewanee, IL. This crash took the lives of Steve Murray, my brother in law, and Mark Murray, my nephew. Samantha Murray, my niece, was injured.

At 7:45 am on August 30, 2015 I took Steve, Mark and Samantha to the airport. The trip was only a short 5 to 6 minutes distance from our hotel. During the trip we discussed the fact that the auto pilot had stopped working during the flight from Houston to Kewanee. Steve felt this would make the trip a little harder but it was not a critical system preventing his departure. He said he would fly under the clouds and then climb above the clouds to his desired altitude of 11,000 feet.

At the Kewanee airport I loaded the bags into the cargo hold of the airplane while Steve and Mark did their safety inspection. There were 3 fairly light bags; probably not over 25 pounds each loaded onto the aircraft. Steve and I had a conversation about the amount of fog in the area and the valuable cargo, Steve's 2 kids, he was transporting. It was decided to abort the flight and return to the hotel to wait for clearer weather.

At approximately 8:55 am we could see further into the distance at the hotel than we could earlier. Steve asked that we return to the airport.

We arrived at the airport a little after 9 am. I pulled up to the plane and we all got out. I felt the flaps on the back of the aircraft while Steve did a more complete safety check. We discussed the fact that there was still some fog in the area but we could see further than we could earlier. Steve decided that it would be safe to depart. He informed me they would be leaving from runway 19.

I pulled my vehicle back to the parking lot and awaited their departure. I saw the engine on the aircraft start and after a brief period they began taxiing to the runway.

Once I saw they were on the move I returned to the hotel.

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Alexander Lemishko

Senior Air Safety Investigator  
NTSB  
Central Region Aviation