



The National Transportation Safety Board

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

Mr Michael Murray provided the following statement to the NTSB IIC:

In response to your request for a written summary of my brief flight with Steven in his Cirrus airplane on Saturday morning, August 29, 2015. To the best of my recollection here is my summary:

- We left together from the hotel for the Kewanee airport at approximately 8:30AM;
- Upon arrival at approximately 8:45 AM we went into the airport terminal and Steven spoke very briefly with the one person on duty at that time;
- We then proceeded to his airplane, which was the only plane on the premises;
- We untethered the plane;
- Steven walked around the plane touching various parts (wings, fuselage, tail, etc.);
- He then took three separate fuel samples...drawn into a small glass vile; I asked what he was doing and he said "checking for any water in the fuel;" there was none;
- He explained to me how to enter the cockpit of the plane...where to step and not step...and how to carefully ease myself onto the passenger (co-pilot) seat on the right side of the plane;
- He spoke briefly about what he was about to do next...preflight check list;
- He then spent approximately ten minutes going through the check list;
- He handed me a set of earphones to place on my head; he had a set, too;
- Before turning on the ignition, he loudly said something to the effect of "clear prop;"
- He turned the ignition and the engine roared;
- We checked door latches; he looked at gauges and around the interior of the plane and spoke into the mic (I assume to a tower);
- We then began to taxi to the runway;
- Upon reaching the runway we stopped momentarily; I watched him check gauges and he throttled up moving us down the runway for takeoff;
- We lifted off smoothly, ascended to an altitude of approximately 2500 feet and flew north; the sky had scattered clouds well about our altitude;
- We ascended to a height of 3000 feet; flew in what I would describe as an uneven circular pattern remaining at an altitude of between 2500 and 3000 feet;
- We flew around for about 20 minutes, then he redirected the plane back toward the airport;
- We observed the landing strip, he began his decent and we ultimately landed smoothly on the runway from which we had earlier departed;
- We taxied back to the site where the plane had been tethered, stopped, shut down the engine, and got out of the plane;
- After tethering the plane, Steven began cleaning the forward edge of the wings and other parts of the plane, while commenting that "bugs" had been thick in the air;
- We went back into the terminal and Steven again spoke briefly with the person on duty;

- We encountered another individual in the terminal who was there to do some sort of flight check; we wished him well and went to my car and left for the hotel.
 - Time: approximately 9:30.
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Alexander Lemishko



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