

Horstmeyer, Eric L (FAA)

From: Christopher Flynn [REDACTED] >
Sent: Thursday, December 08, 2016 1:40 PM
To: Horstmeyer, Eric L (FAA)
Cc: Rick Lamport
Subject: Fwd: statement

Here is also the forward.

Sent from my iPhone

Begin forwarded message:

From: eric hall <[REDACTED]>
Date: December 8, 2016 at 1:31:49 PM MST
To: [REDACTED]
Subject: Fwd: statement

Sent from my iPhone

Begin forwarded message:

From: Eric Hall [REDACTED] >
Date: December 5, 2016 at 4:57:23 PM MST
To: [REDACTED]
Subject: statement

On the night of December 4th 2016, I was the closer for Avflight the FBO, at the Gunnison county regional Airport. I was just doing my nightly cleaning when I heard what sounded like a snow plow blade being dragged across the ramp. Curious to the sound due to no one being at the FBO other than myself i walked out side to investigate. When i walked out side i could hear the engines of an aircraft and see the beacons of the aircraft. Some where down around alpha 4 connector. About less than a minute later the engines and the beacons were shut off. It went completely black. I could not hear a single sound. I decided it would be a good idea to try and get ahold of the airport operations personnel on duty, via UNICOM. I tried to call them on UNICOM 5 times before the phone at the FBO rang. It was Denver Center calling, i answered the phone and i believe his name was ryan asked if i had, had an aircraft land at our airport, tail number N533SE. I told him i did not know if we had an aircraft land yet or not, i told him i believe that i just had one land but i could not see or him him after he landed. At that point is when the Denver Center agent told me that the aircraft had been low on fuel. And was aiming to land at our airport. And then the Denver center agent told me, once i found out more information he was going to call back in a few minutes i told him that i would give him any new information as i found out. After learning from denver center that the aircraft was low on fuel i figured that he was still setting on the runway and was walking somewhere to find someone for help

or fuel. Figuring that if the aircraft was out of fuel i was going to have to tow him back i went and started my aircraft tug and then tried to inform airport operations once again to no prevail. At which point i decided to call another airport operations personnel on his person cell phone because he was off duty. I called scott spitzmiller and informed him that i could not reach anyone at the airport operations building by UNICOM or by phone. i informed him of the situation in which he said he would rush down and see if he could get a hold of the personnel on duty and then check the situation out himself. About another 5 minutes went by before i hear Mr. Spitzmiller call on to the UNICOM and ask if i have heard from anyone and or the pilot and i told him no i still haven't heard from anyone. Denver Center called again asking for an update and said that they have not been in contact with the pilot and that they had an alarm going off over the airport on their side. I then got back on UNICOM and advised the airport ops on what denver center had just relayed to me. And a few minutes afterwards ops rolled out the fire trucks and emergency vehicles. I watched them drive over to the aircraft but with it being so dark i still could not see the situation from where i was standing. Mr. spitzmiller called me on UNICOM shortly after and told me that the aircraft had had a hard landing and the pilot was the only soul on board and that he walked away from the crash. Denver center happened to call right after and asked to be updated on the situation in which i told them everything that the ops agent had told me. Next my co worker Nico Randlett called my cell phone and asked if he needed to come down and help with the situation, with him being on the fire department and EMS he heard the call over the pager. I told him that would be very helpful for him to come down and assist in anything i needed to do. At this point and time i was still under the impression that the aircraft was still tow able and i would have needed Nicos help to tow the aircraft back down to our general aviation ramp. Nico came in shortly after and we suited up and drove out to the scene. Where much to our surprise we noticed that the aircraft would not be able to be towed by us, due to the nature of the aircraft. We talked to emergency person ell and asked what the needed from us. In which they told us that we would have to figure out how to get the aircraft off the side off the runway and back down to our ramp in which case Nico called H&H towing company to come do just that. After a few minutes of discovering the state of the aircraft and its pilot, one of the officers had brought the pilot back over to the aircraft in which we discussed with him what happened and what we were going to do with the aircraft. We decided that while we waited for the tow company to come retrieve the aircraft we would take the pilot back down to our FBO to warm up and have some coffee. We then rented him a hotel room at the holiday inn and got him some coffee and about 15 minutes of being inside the FBO the pilot thought it best if he went to the hospital to have a check up due to neck and back pains. So we got his information on the aircraft and himself for our billing and our system. I personally drove him to the ER to have him checked out with them. As we were leaving to head to the hospital the towing retrieval company were pulling in. I drove the pilot to the hospital and walked him in and made sure he was in the care of the nurses before i left. I drove back to the FBO and waited until Nico had told me they had already loaded the aircraft onto the flatbed and were on their way back down to the general aviation ramp with the aircraft to drop it off. In which case we unloaded the aircraft on to our ramp and thanked everyone and then i clocked out and went home. If there is any questions or anything else you would like to know, feel free to email me back at [REDACTED] or call my Cell at [REDACTED] i always have it on me. and please email me back and

reply to this to make sure that you received it and it send to the right email address. Thank you for your time.

Eric S. Hall
Avflight Gunnison Lineman.