

WITNESS STATEMENT

Name	Address
FRANK A MIZE	[REDACTED]
PHONE: Home: Work: Mobile:	WINTER HAVEN Zip: 33890
	[REDACTED]

Narrative Statement:

RECEIVED FUEL ORDER FROM CSR IN AM. OF 12-22-17 FOR A COMPLETE TOP OFF ON 247AT. NOCELLS WERE ALREADY FULL. TOPPED OFF TIPS AND AUX. TANKS

LATER ON SAME DAY I PULLED 247AT OUT OF THE HANGAR PER THE CSR. MR SHANNON TOOK IT UP FOR A QUICK FLIGHT WHICH LASTED FOR ABOUT 30 MINUTES. PLANE WAS PUT BACK INTO HANGAR

Printed Name:	Signature:
FRANK A MIZE	[REDACTED]
Date: 1-4-18	Time: 11:45

Use reverse side and blank sheets to continue:

Accident Report

On the morning of December 24, 2017, I was working Line Service, along with Airport Operations Supervisor Tommy Martin for Bartow Flying Service at the Bartow Municipal Airport. At approximately 06:15 hours Airport Operations Supervisor Tommy Martin received a telephone call from Mr. John Shannon requesting that we pull his Cessna 340, tail number N247 AT from Hangar #9 at the Bartow Municipal Airport. We reported to the hangar and met Mr. Shannon out in front of the hangar. Mr. Shannon requested that we tow N247AT to the tarmac due to the fog and limited visibility. The aircraft was pulled from the hangar and an unknown white male and 3 unknown white females boarded the aircraft. Mr. Shannon advised the unknown male to board the aircraft and occupy the right front (Co-Pilot) seat. Mr. Shannon exhibited no unusual attitudes and appeared all faculties were normal. After a brief walk around the Mr. Shannon boarded the aircraft and occupied the left front seat. I did not observe the seating positions of the 3 female occupants. Mr. Shannon requested that we place a towel across the windscreen of the aircraft so moisture from the fog would not impair the windscreen.

At approximately 06:45 the aircraft was towed to a position on the tarmac at the Non Movement Line for Taxiway A1. Upon unhooking the Tug tow bar from the aircraft I removed the towel from the windscreen at Mr. Shannon's request. Myself and Mr. Martin then repositioned ourselves away from the aircraft to a position approximately 100 feet to the rear of the aircraft on the tarmac and observed as the N247AT cranked and began to taxi onto, and westward on Taxiway A1 to Taxiway (D) Delta. At the time fog was heavy and visibility was limited to approximately 400 feet. The aircraft (N247AT) taxied slowly and appeared to stop at one point on Taxiway A1 as it merged onto Taxiway D (Delta). Fog at the time then limited our visual observation of N247AT and we lost sight of the aircraft.

Myself, and Mr. Martin then repositioned ourselves closer to Taxiway A1 and continued to watch and listen. Our position placed us approximately 500 feet north of Runway 9 Left on the Tarmac. There were no other observed aircraft operations at the time. We could not see N 247 AT, but heard what would appear to be a preflight run up in the area of Runway 9 Left. At approximately 07:15 the sound of a twin engine aircraft was observed accelerating from the area of Runway 9 Left in an easterly direction. Mr. Martin began to video the incident with his Mobile Telephone.

Accident Report

Due to foggy conditions it was impossible to see where the aircraft was. As the aircraft approached the engines sounded strong and operating at full power.

As the aircraft continued to approach a tire chirp was heard followed approximately 3 seconds later by a second tire chirp. As the aircraft was audibly heard only passing our location it appeared as if the aircraft was climbing. As we continued to listen the engines appeared to be operating normally. Approximately 3 to 5 seconds later I heard the engines rev followed by an immediate heavy thud consistent with an impact. Myself and Mr. Martin immediately began to respond to the area east of our position towards the approach end of Runway 27 right. While enroute to the area I notified Bartow Flying Service Customer Service Representative Rosa Sanchez via radio to call 911 and have Fire and Ambulance enroute.

As we approached the area a plume of smoke was observed above the fog layer, however visual observation of the aircraft was impossible. At approximately 300 feet from the crash site an amber glow could be seen indicating the aircraft was on fire. At approximately 200 feet observation of the aircraft was detected.

Upon arrival to the area we could see N247AT fully involved in fire on the south side of Taxiway D, and facing in a southeasterly direction. As I exited the golf cart I responded on and approached on foot I observe a male subject laying outside the aircraft in a supine position. The male was on fire and dismembered from the waist down. I then circled the aircraft on foot to see if possibly anyone else could be assisted. There were no other persons observed. Due to the wreckage it was evident that there were no survivors.

While waiting for the Fire Department to respond Aero Med Pilot Don Peaze and another Aero Med Crew member arrived and a quick immediate search of the area for survivors revealed no one else had been ejected from the aircraft.

The above stated events all occurred at Bartow Municipal Airport in Polk County, Florida

Report Prepared by: Roger F. Cheshire

Work Phone: [REDACTED] Cell Phone: [REDACTED]

I pulled John Shannon's Cessna 340(N247AT) out at approximately 0635 on 12/24/17. He requested to be towed to the tarmac to avoid having to taxi through the hangar area in heavy fog. Once he and his passengers were loaded, I towed him to the edge of taxiway A1(between Amphibians Plus and Aircraft Engineering). My partner, Roger Cheshire, and I waited while he cranked up and taxied to runway 9L. We observed he was taxiing extremely slow. He sat at the end of the runway for several minutes after he did his run-up. When he powered up for takeoff, I started video recording. The video shows nothing but fog, but the engines can be clearly heard. At 2 points, possibly 3, a wheel can be heard "chirping" on the pavement. When he sounded like he was airborne, I stopped recording and approximately 2-3 seconds later we heard the impact. We immediately proceeded to the crash site off the end of 9L but when we got there about 3 minutes later, the plane was completely engulfed in flames.

[REDACTED]

Borlow Flying Service