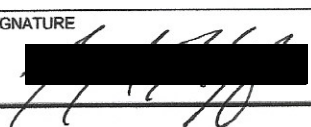


RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 10:00 AM	DATE 12/15/2021
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Tim Clements, witness to N5969W accident, [REDACTED]		ROUTING	
		SYMBOL	INITIALS
Jay Dankoff, Airworthiness ASI DEN FSDO			
SUBJECT N5969W Accident			
DIGEST ASI Dankoff made outreach to Mr. Clements, who had been identified as a potential eye- witness, to learn what Mr. Clements had experienced. Mr. Clements shared that he was flying a KingAir from Freemont County Airport five minutes after the accident aircraft had departed. He recalled hearing and seeing the the takeoff of N5969W from about mid-field. He stated that the aircraft sounded to be making power as you would expect, but that the subsequent climb was "anemic". Mr. Clements reported that on his departure five minutes later, the pilot not flying, a Mr. Randy Kempf, saw the accident aircraft and they called a mayday over the radio. Mr. Clements reported that people were able to respond within three minutes of the mayday and this may have saved a couple of lives.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Clements's recollection of the story and detailed recollection of the engine sound is in agreement with other witness statements.			
DATE 12/15/2021	TITLE Aviation Safety Inspector	SIGNATURE 	

RECORD OF ☐ VISIT ☒ CONFERENCE OR ☐ TELEPHONE CALL		TIME 12:05 PM	DATE 12/17/2021
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Don Brosh, Witness		ROUTING SYMBOL INITIALS	
Jay Dankoff, ASI			
Sean Shambo, ASI			
SUBJECT Witness Statement N5969W			
DIGEST Inspector Shambo made outreach to Mr. Brosh after hearing that he may have witnessed the events surrounding the crash of N5969W. Mr. Brosh declined a phone interview, but offered a written summary of his experience via email that read as follows: Mr. Shambo, I am private pilot who also holds and A&P IA and have been working in aviation for 34 years. I was south bound on CO 67 at the curve around the end of runway 29 when I noticed the piper Cherokee flown by Mr. Turner in a nose up attitude, it appeared to be climbing and under power close to the end of the runway. I would put his altitude somewhere between 50 to 100 foot. We continued driving and did not witness the aircraft accident. Don Brosh			
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Brosh's statement reflects that he did not witness the accident, but does communicate something about the aircraft attitude at the time of takeoff.			
DATE 01/26/2022	TITLE Aviation Safety Inspector	SIGNATURE	

