

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 2:00 PM	DATE 10/02/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mitchell Massey - Passenger & Potential Buyer (1 of 6 Pax)		ROUTING	
		SYMBOL	INITIALS
SUBJECT ASW1123006 - N988MC Accident Passenger #1 Interview			
DIGEST Little bit of history. In the process of to buy half of the aircraft. He has known Lance Creamer for many years and used his services over the years. Always done a really good job with top notch pilots. Opportunity to own half the aircraft and lease it back to the 135. He wanted to take a test flight and needed to do some business in Waterloo, IA. He lives in Fayetteville and he went to Batesville to pick up some business partners and flew up to Waterloo, IA. The weather was not great but not bad enough to not land in it. Didn't really know what happened. Best he could tell, they came in too high and too fast. Pilot mistake had already been made and made the right decision to put it down. The outcome could have been vastly different if they tried to come around. Always knew he was a solid pilot. Didn't recall if he heard the thrust reverser. The aircraft felt like the pilot braked really hard and started fishtailing left and right two or three times. It felt like they went further right and left then what would be normal. He felt the brakes let off and then shortly thereafter felt them leave the runway. Landing the previous leg in Waterloo, they may have gone around but wasn't sure. After coming to rest, everybody in the the cabin was checking on everyone and surprised on what happened. (cont.)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE Andrew Scott Finne Digitally signed by Andrew Scott Finne Date: 2022.12.07 10:43:54 -06'00'	

(cont.)

They sat there for a bit as there was no fire or smoke. Didn't hear much communication from the pilots but he was also in the back of the plane. The pilot was bleeding but that was about it for injuries. They got out of the aircraft and one of the pilots directed them away from the aircraft. He tried to get back on to get some personal items and the pilot stopped him.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 3:35 PM	DATE 12/02/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Randy Smith - Passenger (2 of 6 Pax) - Forward Right Rear Seat		ROUTING	
		SYMBOL	INITIALS
SUBJECT ASW1123006 - N988MC Accident Passenger #2 Interview			
DIGEST			
Initially saw the runway lights and commented that from the time he saw the lights they got			
to the airport pretty quick. When they touched down it was a thud but straight. Shortly			
after touchdown they veered to left and right and back to straight. To him it felt like			
they were hydroplaning. He felt they were on the ground but that no one was steering. After			
the initial fishtailing, they stayed pretty straight. Doesn't recall the aircraft did			
anything to slow down. Doesn't recall any thrust reverser being used nor being able to			
sense any braking action. They were very aware when they were off the runway followed by a			
big jolt at crossing the other runway. It felt like an airborne jump over the runway with a			
landing on the opposite side. On the other side, he felt like the landing gear came off the			
aircraft with a different feel prior to crossing the runway. They were still moving and			
ended up grabbing the ground rise and airport fence. On impact, the aircraft lifted from			
the rear and kind of threw itself into the fence.			
After coming to a rest they were all searching for their phones and called 911. The pilots			
tried to get themselves out. One of the pilots was bleeding from the forehead. Very little			
conversation from the pilots or other passengers. He was sitting in a forward facing right			
rear seat. Pilots gave them a safety briefing prior to the flight. (cont.)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE	Andrew Scott Finne Digitally signed by Andrew Scott Finne Date: 2022.12.07 10:43:42 -06'00'

(cont.)

He never felt the need to use the emergency exit and felt okay going out the main door.

He saw on the flight from Fayetteville to Batesville prior to the flight to Waterloo, IA. Purpose of the flight was to investigate issues with company equipment.