

Gary Kenneth Briden Jr

A&P IA [REDACTED]
[REDACTED]

Brazoria, Texas 77422

To whom it may concern this is my official statement for the accident on 6th of August 2024.

General Statement

When I first heard about the crash and eyewitness report. My first thought was the fuel selector was in the off position. In recent years I have flown N7905U regularly. Before I went into the airlines as a pilot, I was Zane Dietz (Mr. Autry's Grandson) flight instructor. Without looking at my logbook I would say I have at least 200 hours in this airplane, and we have never had any issues with the engine while flying or on trips to South Carolina to pick up my three children. Recently he has been turning the fuel selector to the off position, he said that he likes doing that when its sitting for a while. The last time I flew the airplane the fuel selector was in the OFF position and had to select both. The airplane was also susceptible to water buildup in the fuel tanks. Sometimes would have to sump the tank 2 or 3 times to get the water out. It has not been a problem as much since it has been hangered but if the fuel level was low, it would be a bigger issue with the condensation. I know the airplane has been sitting allot in the past two years I have not had much opportunity to fly it. But I know that he would take his grandson up on occasion to fly with him.

Health

Mr. Autry's health, I do not know specifics on his health condition. But he did have an issue with choking on his drink/saliva. He would get into coughing fits and not be able to stop coughing for several minuets because of his epiglottis was paralyzed. He had also been going to the Dr. because of something going on in his head. He did not say what it was to me. Other than that he was a very active 82 year old that fished, worked harder than most men half his age. He did get his medical denied the last time he went in to get it. But with a Dr's note from his heart Dr he was able to get his medical back.

Mechanical

I did the last couple of Annuals on the airplane. The first time I did the annual I found that the prop had an AD that was not in compliance, and we had to get a new hub. Compressions were always good, no oil leaks, and Mr. Autry always changed the oil at specific intervals. There were a couple of things that I would have to talk to Thirl about mainly the pilot seat belts. He would often disconnect the safety belt underneath the pilot seat because it would interfere with moving the seat back and forth. I would reconnect it at the annual. He would also install regular car seat, type seat belt in place of the STC. He told me he had to adjust the seat adjustment on the pilot side.

Gary Kenneth Briden JR
[REDACTED]

Crouch

Let me first state that I have hearing loss in both ears and wear hearing aids. I don't hear sounds naturally, so I don't trust my audio perceptions concerning aircraft engine noises. I will say that I heard the low frequency engine exhaust sounds that I associate with low horsepower engines. I don't recall hearing interruptions in those sounds.

I was on a cell phone call. My power was out to my house. I stepped outside to get better reception and I heard an airplane on my end of the runway increasing power and beginning a takeoff. I couldn't see the plane due to my hangar blocking the view. I started walking across my yard to get to a point where I could observe the takeoff. When the runway came into view the airplane was out of site down the runway, blocked by my neighbor's hangar. Momentarily it came into view above my neighbor's hangar, in flight. I could not believe what I was seeing. The deck angle was so high I could see the top of the wing. It rose to height of perhaps 100 feet (? Not sure) and then fell to the ground. It was so extreme that it looked like an airshow maneuver (hammerhead stall?). I would guess the deck angle at 60 degrees, perhaps more. As it reached apex it was swinging to the left and also starting a slow roll to the left that didn't progress very much before impact. I was still seeing the top of wing when it impacted. I didn't see the actual impact because there were some small trees and bushes in the fence line that prevented my view.

Date: 8-08-2024

Statement of Stephen J Dietz concerning the Fatality Plane crash of HT Autrey. I am the son-in law of HT Autrey and the Owner of the hanger on Eagle road where the Plane was being kept on the date of the accident. HT told me earlier that afternoon that was was going to move the Plane from Eagle Air park to LBX Brazoria county Tx. Purpose of this move was to make access easier for continuation my my Son's flight instructions with his assigned Instructor. He initially wanted me to come with him, but I declined to do a project in my garage that I could not break away from. He was going to have my 17 yr old son meet him at LBX and bring him back to EAP to retrieve his vehicle.

About 18:00 I left my Garage and headed back to my house in Angleton. Joe Ware called me at 18:25 and told me HT had crashed the Plane and appeared that he didn't survive the crash. I immediately diverted before reaching my house to proceed to EAP.

I arrived at EAP and saw the Plane wreckage about 200 foot from the runway and VFD and Police dept members gathered around the plane. BCSO stopped me and would not let me walk up to the plane. They confirmed his passing and told me that once they extricated his body that I could say my goodbyes to him.

The Runway is mowed by a few individual and we tend to group the mowing by North end and South end of the Runway and gravel access roads. Myself and another individual Mr. Steve Rouse mowed the end where the Crash happened on 8-1-2024, and the north end was mowed on 8-3. Steve Rouse and I noticed the debris – Metal carport frame about 20 foot from the runway in the tall grass while mowing close to it. This debris came onto the runway area during Hurricane Beryl on 7-8-2024. We mowed around it, and then moved it back away from the runway another 10ft in a fresh mowed area as flat as possible. Steve Rouse told me he would pick that metal up that evening with his UTV as I did not have a UTV and didn't have a way to pick it up. The ground was still too wet to drive a motor vehicle on to get to the debris.

My Father in Law was an experienced pilot and logged over 10k flight hours. The plane was kept up mechanically by a family frind and Aviation mechanic Ken Briden. My father in law was of sound mind and health for his age. He had another plane which was kept at LBX. He sold that plane about 1 month ago so the hanger was now open for him to move the Skyhawk back to LBX for my Son's continued flight training.

To Who it may concern,

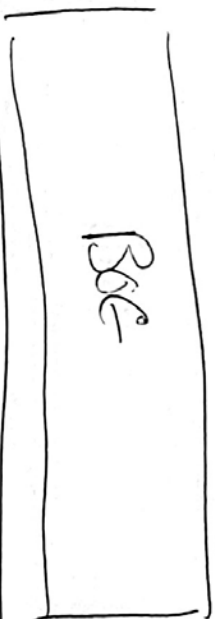
I observed a 172 flown by HT Autrey at around 6: 25 PM August 5 th. Taxing down runway to the north to take off to the South as he was taxing by my home the engine was backfiring when he got to the end of the north runway he did a very short run up which engine backfired a couple of times then he throttled up to take off which the engine did throttle up but it did not sound like it was developing full power then all of a sudden the power reduced to idle. The aircraft stopped around 300 foot from take off starting point. Aircraft then sat still for a minute with out any throttle added then aircraft went to full throttle and was smooth, after a couple of seconds the engine started to miss but kept attempting to take off. After I saw the beginning of aircraft rotation then I saw the aircraft ver to the left and pitch up. At that point I reentered my home and my wife who was watching from our bed room with full view of runway yelled it crashed.

Joseph Ware
[REDACTED]

TAKE OFF



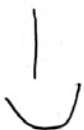
A/C STOPPED



HT



Runway



40'



S

Runway L.

2

Porch

Home

August 8, 2024

RE: H.T. AUTREY plane crash on 8-6-24

Statement by Sandra Ware

I was in my house but heard an airplane taxiing down to the West end of the runway. It was a navy blue and white Cessna 172 aircraft. I assumed it was H.T. since his son-in-law, Steve Dietz, hangar was open. H.T. did a short pre-flight, then started to proceed to take off. As he initiated power, the airplane started to sputter somewhat and came to a halt (approximately to the middle of our house—as far as I was watching out of our bedroom window). The airplane was not running up to par, from the sound of it. H.T. didn't turn around to re-try the take off and he didn't take the airplane back to the hangar. He decided to take off from that point, which was approximately 1/4 of the runway behind him. He put what sounded like full power to the engine and it was struggling. He was on the crown of the runway when he gave it power, but soon the plane started veering to the left and he never corrected it, sending the plane towards the fence, then he must have pulled the throttle back because it was like he went straight up or almost straight up around 150 feet or so in the air, (clipping part of the fence), then the plane turned into the ground and halfway spiraled, then crashed. There was no fire at all.

I yelled to my husband, Joe Ware, that H.T. had crashed. He told me to call Mickey Crouch, neighbor, to notify him as well. Joe drove our ATV down the runway to see if he could see any movement, while Mickey called the authorities and reported the crash. The FAA was also notified and Joe was given a number to call, to report it to the NTSB, which he did.

Joe also made a call to the son-in-law, Steve Dietz, who owns a lot here at Eagle Air Park, and where I assume the airplane had been stored before it crashed.

I make this statement to the best of my knowledge.

Sandra E. Ware

