

Factual Report – Attachment 26

Witness Statements

OPERATIONAL FACTORS

DCA19MA086

From: [REDACTED]
To: [REDACTED]
Subject: Atlas Air Flight 3591
Date: Tuesday, February 26, 2019 8:17:34 AM

Me, Andres Carrillo, 17, of Hialeah, Florida, and my friend Matthew Litwin, 30, of Jupiter Florida, have witnessed aircraft registration number N1217A takeoff from Miami International Airport as Atlas Air Flight 3591 during the morning of Saturday February 23, 2019 just a few hours before it crashed later the same day near Anahuac, Texas while on its way to its destination of George Bush Intercontinental Airport in Houston, Texas. Me and my friend Matthew both have the original footage that he recorded on video with his camcorder of aircraft N1217A landing at MIA earlier the same day from Ontario, California as Atlas Air Flight 3504 and we also have the original footage that he also recorded on video using the same camcorder of N1217A taking off from MIA later the same morning as Atlas Air Flight 3591 destined for Houston, Texas less than three hours before it crashed. My friend Matthew has the original footage saved onto the SD memory card that was in the camcorder which he used to film aircraft N1217A when we saw it operating at MIA only a few hours before it crashed in Texas later that very same day. Me and my friend Matthew would like to provide the NTSB and any other parties involved in the accident investigation of the crash of Atlas Air Flight 3591 with this footage and we are also prepared and ready and more than willing to cooperate and fully comply with the investigation efforts and have no problem with being interviewed or questioned about aircraft N1217A and any of its flights that we witnessed and what we know about them and what we saw when we witnessed it landing at and taking off from MIA the morning that it crashed.

Due to the severity and the seriousness of this situation, I strongly urge whoever needs this footage and/or our eyewitness reports to please contact me directly by calling my personal mobile cell phone number which is [REDACTED] at any time, please leave a message in my voicemail inbox if I do not answer as I am busy on weekdays from 12:30 to 5:30 PM ET and I will make sure to get back to whoever it is that I need to get back to as soon as possible, also please make sure to send an email to my personal email address which is [REDACTED] and as soon as I am aware that an attempt has been made to contact me in regards to this report I will immediately notify my friend Matthew and we will both get back to you as soon as possible.

If you are not able to successfully get in contact with me for any reason at all, please contact my friend Matthew directly by calling his personal mobile cell phone number which is [REDACTED] at any time, please leave him a message in his voicemail inbox if he does not answer as well, and please make sure to also send an email to his personal email address which is [REDACTED] and Matthew will immediately notify me as soon as he has realized that an attempt has been made to contact him regarding this report and we will both get back to whoever it is that we need to get back to as soon as possible.

Thank you for taking the time to read this report, I hope that this information in which I have provided is valuable in the assistance of the ongoing accident investigation efforts which are currently taking place due to the recent crash of Atlas Air Flight 3591.

From: [REDACTED]
To: [REDACTED]
Subject: Airplane crash Trinity Bay
Date: Monday, February 25, 2019 9:34:09 PM

I was racing a sailboat on Upper Galveston Bay about the time on the crash. We experienced a brief period of extreme winds. It went from 10 knots to 40+ knots causing a knockdown of our boat. When we recovered, we noticed a frontal boundary over Trinity Bay with waterspouts. Please review the weather conditions at the time. Your truly. Fred Prella

Sent from my iPhone

From: [REDACTED]
To: [REDACTED] [it](#)
Subject: Boeing 767 crash Trinity Bay
Date: Tuesday, February 26, 2019 11:21:19 AM

I pass on this info for what it may be worth for your investigation.

Approx. 10:45AM Saturday morning, there was a strong “microburst” of energy over my house in Katy (near exit 746 in I-10). I observed the tree branches swaying wildly outside my window and also heard the wooden beams in my attic creaking loudly due to the effects of the strong wind. This wind lasted only 3-4 minutes and then it was “normal” again outside.

If whatever caused this wind continued to move east along I-10, it might have arrived in the area around Trinity Bay at or near the time the Boeing 767 crashed into Trinity Bay.

Regards,
Jon Plautz

[REDACTED]
[REDACTED]

Sent from [REDACTED] for Windows 10

From: [REDACTED]
To: [REDACTED]
Subject: Cargo plane crash in Chambers County
Date: Tuesday, February 26, 2019 6:07:43 PM

Hi!

Saturday afternoon, (2/23/19) about 12:30ish I heard an extremely loud noise-an aggravated boom- I likened it to an explosion or a huge Semi truck backfiring or blowing up- I saw no vehicles on the road (Highway 87) it was kinda foggy then but I could see the road- My husband came in and said What was that?? Then we both said -do you think a helicopter was having trouble- because the Coast Guard flies over regularly- 15 minutes later we went to our neighbors home to grab something and we were amazed at how many pelicans were in the air- around Highway 87 heading north - the sky was covered with birds
We live in Crystal Beach, Texas right outside of Chambers County- approx 10-15 min from the turn from Highway 87 to Highway 124-

This information may not be of any significance to your investigation but It has been bothering me since I heard about the crash- and I wouldn't feel right not sharing it-

Best regards,

Mary Rennick

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: Re: Fwd: Cargo plane crash in Chambers County
Date: Tuesday, February 26, 2019 9:06:07 PM

87 is the main highway from Bolivar Peninsula ferry landing, Galveston County, to Hwy 124 leading to I-10 into Chambers County. I don't know the exact travel path of the flight, but possible it crossed land over Bolivar Peninsula from what I've seen on YouTube videos about the flight. We'll call her tomorrow.

Thanks.

-

On Feb 26, 2019 7:26 PM, Grosf Erik <[REDACTED]> wrote:

Hi Patrick

This came into our witness email. Probably nothing but thought you would know the location in relation to is better. Thanks

Regards

Erik

Erik R Grosf
Senior Advisor Special Ops
Office of the Managing Director
[REDACTED]

Sent via iPhone

From: Mary Rennick <[REDACTED]>
Sent: Tuesday, February 26, 2019 5:07 PM
To: eyewitnessreport
Subject: Cargo plane crash in Chambers County

Hi!

Saturday afternoon, (2/23/19) about 12:30ish I heard an extremely loud noise-an aggravated boom- I likened it to an explosion or a huge Semi truck backfiring or blowing up- I saw no vehicles on the road (Highway 87) it was kinda foggy then but I could see the road- My husband came in and said What was that??

Then we both said -do you think a helicopter was having trouble- because the Coast Guard flies over regularly- 15 minutes later we went to our neighbors home to grab something and we were amazed at how many pelicans were in the air- around Highway 87 heading north - the sky was covered with birds

We live in Crystal Beach, Texas right outside of Chambers County- approx 10-15 min from the turn from Highway 87 to Highway 124-

This information may not be of any significance to your investigation but It has been bothering me since I heard about the crash- and I wouldn't feel right not sharing it-

Best regards,

Mary Rennick

[REDACTED]
[REDACTED]

[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Subject: 5Y3591
Date: Thursday, February 28, 2019 9:18:02 AM

Regarding 5Y3591

In response to a Tweet I posted 6 hours ago, NTSB_Newsroom responded at 13:36 UTC:

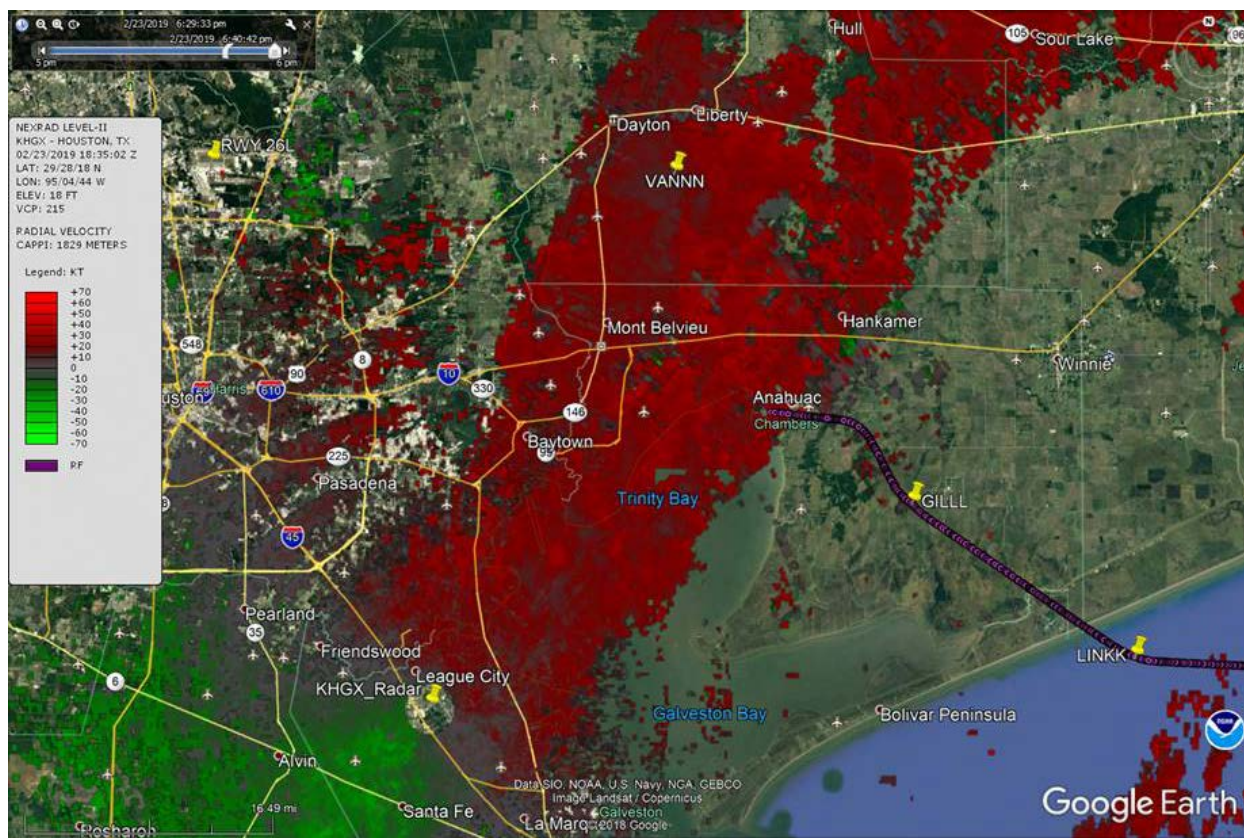
"If you have information you believe investigators need to see please email [W \[REDACTED\]](#)

I'm sure NTSB will be working with NOAA to look at the KHGX Doppler radar data available, so my information may not add much. But the animated ADS-B track and NOAA 6000 ft radial wind data plotted together provides some insight into the conditions at the time of the incident. I am happy to provide further details if interested. The data is here: [\[REDACTED\]](#)

Regards, Mike Exner

Pilot for 50 years

Retired Professional Engineer and meteorological instrument developer



From: [REDACTED]
To: [REDACTED]
Subject: Crash of Amazon Boing 767
Date: Monday, February 25, 2019 9:36:00 AM

Gentlemen/Ladies

I called you 844 number and tried relating this to them this morning. They told me to email it to you.

I had a thought relative to the subject crash. On the news, it looked as if the angle of attack of the aircraft may have be the same as the one on the Boing 737 a couple of months ago which KILLED 184 PEOPLE.

I understand that crash was caused by an a safety feature to prevent the aircraft from stalling, by putting the nose down. That the 737 crash was caused because the crew did not know about the switch which bypasses this feature.

It looked to me like the same thing happened to the 767, the Amazon aircraft.

I have heard nothing on the news about the possible cause of the 767 crash.

Sincerely,

Mike Reilly, [REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: Re: Chambers County 767 crash
Date: Sunday, February 24, 2019 1:27:44 PM

Welcome to Anahuac. My cell is [REDACTED] if needed.

Rich

Get [REDACTED]

From: Grosf Erik [REDACTED]
Sent: Saturday, February 23, 2019 6:05:34 PM
To: Richard Lasater; eyewitnessreport
Subject: Re: Chambers County 767 crash

Richard

Thank you so much for sending us this info. I am on the Go team plane right now heading to TX and your info has been given to the investigator in charge. Should we need anything else we will contact you.

Regards

Erik

Sent via iPhone

From: Richard Lasater <[REDACTED]>
Sent: Saturday, February 23, 2019 6:47 PM
To: eyewitnessreport
Subject: Chambers County 767 crash

Hi,

I live less than a mile from crash site and was on the porch when impact occurred. There was a significant weather change just before the crash, wind shifted hard from N to WNW. Storm cell on radar at time directly in path.

I thought we were about to get a tornado. Plane was under full power. Usually heavys decelerate at this point on south IAH approach.

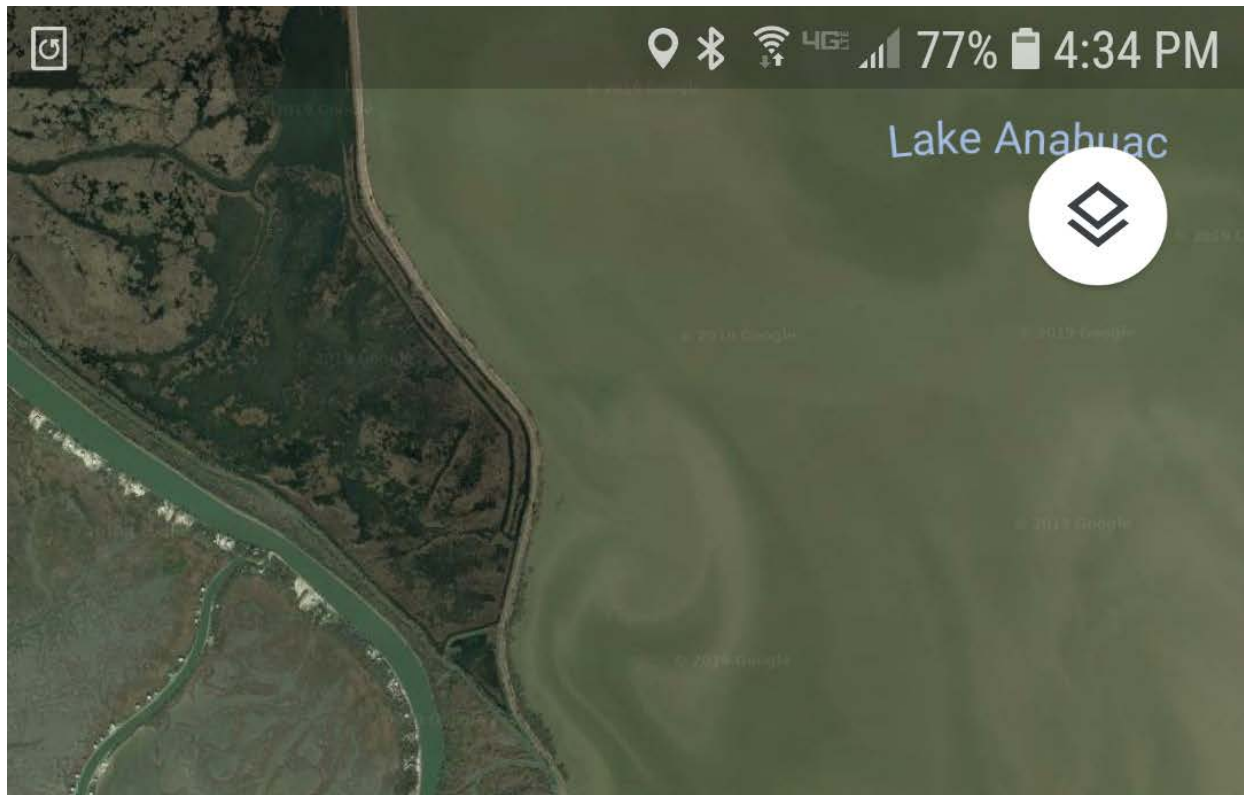
Image shows relationship of site to my house.

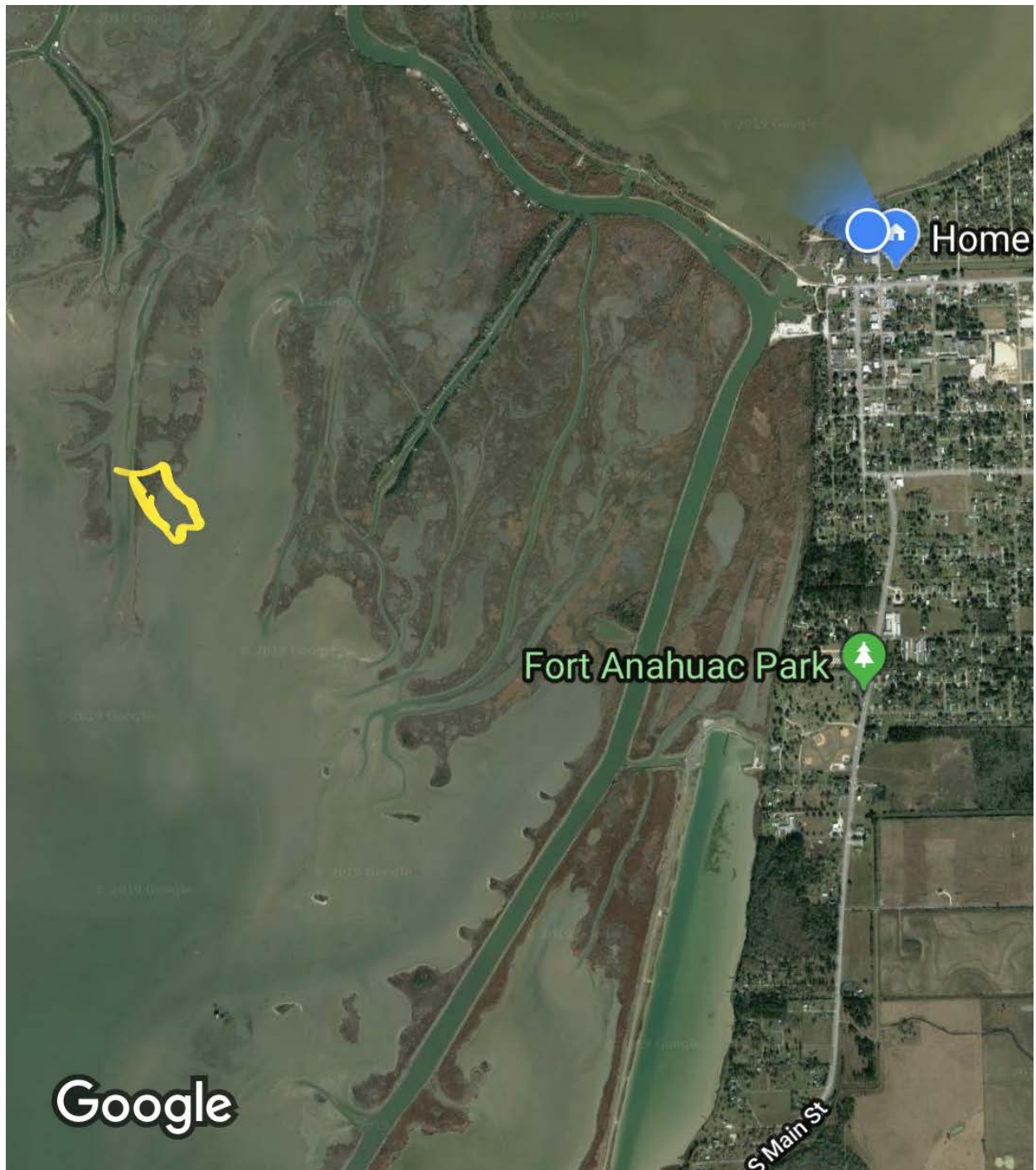
Heard approximately 6 seconds of heavy thrust before impact. Thought at first it was a low cruising military jet. Very high pitch. No change in tone before impact. Shockwave occurred almost immediately.

No smoke seen.

Hope this helps.

Richard Lasater.





Get [REDACTED]

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From: [REDACTED]
To: [REDACTED]
Subject: Atlas Air Boeing 767 / photo of tail prior / N1217A
Date: Wednesday, February 27, 2019 11:27:55 AM
Attachments: [REDACTED]

Good Morning,

I recently came across a photo on the internet of an aircraft currently under your investigation and I strongly feel it should be forwarded up to you (Atlas AIR / N1217A) The individual who actually captured the photo appears only as aviation photo enthusiasts who just happened to captured the aircraft while on short & final to TPA within one week of the incident. As I examined the photo something stuck out and has left me uneasy knowing this aircraft appears to pitch over. None of my fellow viewers have mentioned anything about this other than the plain irony of just catching the tail number. It appears to have what looks like Skdrol /hydraulic fluid streaming out the pilots side horizontal stabilizer, possibly an ongoing leak from the elevator boost pac/servo?. Ongoing from the pickup of dirt? As an aircraft mechanic for shy 30 years I understand that the hydraulic system has the redundancy and possibly very well within leakage limits. I also know it may very well be already be noted in the logbooks. I just felt I needed to ensure you were aware and have a good visual reference of the discrepancy. Please feel and contact me with any questions if needed.

V/R
Rich Salerno

CWO Richard N. Salerno
MH-60 Aviation Maintenance Officer
Coast Guard Air Station Clearwater

