

On January 21, 2015, I flew Piper Apache N465JA with Terry Butt. We did a routine training flight including steep turns, slow flight, power on and power off stalls, several simulated engine outs and Vmc demos, and an ILS approach 9 with one engine simulated zero thrust. I am a commercial pilot, flight instructor, A&P mechanic, and an IA. The airplane flew flawlessly. The flight was .9 hours. I preflighted the airplane using the aircraft checklist. I noted that it had been fueled .7 hours prior to our flight. The visual inspection of the tanks confirmed this. Terry was the person who had filled the main tanks. Terry was a very cautious pilot and instructor. Terry was an active person who seemed to be in good health.

Elizabeth Amundsen

A&P, IA, CFI, CFII, IGI, AGI

I had very little interaction with Terry Butt the morning of 1/22/15. I was leaving Tailwheels ect. via car around 7:45 AM to go to the local pilot shop. As I was driving down Flightline Dr. Terry was riding his motorcycle in the opposite direction towards tailwheels. He had a big smile on his face and gave me a one handed wave as he road past. He looked to be well and seemed to be enjoying his motorcycle ride to work.

[REDACTED]

1/22/15
Kevin Murray
[REDACTED]

1/22/2015.

AT APPROXIMATELY 8:15 A.M. THURSDAY I WITNESSED THE PRE FLIGHT OF 465JA. I WAS WITH A STUDENT IN 996SP, A CESSNA 172 PARKED IN THE SPOT NEXT TO 465JA.

I WITNESSED THE STUDENT DOING HIS WALK AROUND, AND SAW HIM ADD OIL TO THE LEFT ENGINE, NOTHING SEEMED OUT OF ORDER, AND HE DID NOT ASK OR MENTION ANYTHING TO ME AS I WAS STANDING BY OUR 172.

AS I TAXIED OUT TERRY BUTT WAS WALKING OUT TO THE PLANE. TERRY CALLED ME ON THE TELEPHONE ABOUT THE NOSE WHEEL OF OUR 172. IT HAD A PROBLEM WITH THE VALVE, WE TURNED AROUND AS HE WAS GETTING TO THE TWIN. WE PUT AIR IN THE TIRE, TAXIED BACK OUT AS THEY WERE DOING THE RUN UP ON THE NORTH WEST CORNER OF OUR RAMP.

I SPOKE WITH TERRY BEFORE LEAVING THE OFFICE AND HE WAS IN A NORMAL TERRY MOOD, SEEMED HAPPY.

NIK VERRECCHIA



This morning @ 8:15, or around that time
Gregory came to my front desk and
spoke to me briefly about my dog in a playful
tone then left to go preflight and I watched
him from ~~across~~ my window complete it.
While Gregory pre flight Terry was at
the front desk with me, joking around
and playing my dog. He was in a great
mood when I last saw him.
I watched him as well from my window
inspect the plane before they took
off around 8:40 am.

[REDACTED]

[REDACTED]

January 24, 2015

This letter is to serve as a recount of a conversation I had with Terry Butt I do not recall the exact date of the conversation

Sometime after the Students arrival to start flying with Terry, I had a brief conversation with him (Terry) about general things (upcoming students, current students, CFI assignments Scheduling and such) during this conversation Terry said to me (in a half joking tone of voice) that his current multi engine student who Terry nicknamed (Mr. Universe because of his size) was a body builder of some sort (Terry made the comment that his arms were almost as big as his head) and that he just hoped this guy didn't freeze up on the controls because Terry wasn't sure if he'd be able to over power him.

At the time of the conversation Terry said it half jokingly as if just pointing out that his student was well built. I did not get the impression he was afraid of it actually happening, Terry did not mention it to me again at any point

Terry was one of the most conscientious pilots and flight instructors I have ever met, if he felt there was any kind of safety issues or concerns he would have canceled or postponed the flight.


Jonathan Amundsen
CFII, MEI, A&P IA.