

To Whom It May Concern,

My name is Jonathan Fowler and I've served Civil Air Patrol for twenty-one years and six years as a CAP Check Pilot. I've also been employed by Envoy Airlines for four and a half years, and serve as a First Officer on the Embraer 145.

On the night of February 1st, 2016, I was operating a flight out Mobile Airport (KMOB) on behalf of my company. This was a "turn" operated as Envoy Flight 3381 from Dallas Fort-Worth International Airport to Mobile International Airport. The weather conditions on the terminal forecast (TAF) that the flight received told of low ceilings and possible fog conditions upon arrival at KMOB.

At Envoy Air, we adhere to the highest standards in training in regards to passenger safety and FAA compliance. We occasionally conduct operations that require our crews to takeoff, and land, in reduced visibility conditions. This night was one of those nights we had to utilize our reduced visibility takeoff training.

Upon arriving at KMOB, we conducted the visual approach to runway 15. VFR conditions existed for this approach. Upon landing, taxiing to the gate, deboarding/boarding of passengers, and closing the door for our return flight to KDFW (all in a span of 23 minutes), the flight visibility dropped down to around 2000 feet RVR. I commented to the flight crew before we taxied that this is just like simulator training (in reference to our low-visibility taxiing we must conduct during our annual training events). As we taxied out, we couldn't believe how fast the fog had set on to the airport. The tower had to clear us to taxi with out visual contact. We requested a takeoff alternate via our dispatcher just to be safe due to the onset of the fog. The flight visibility was variable around 2000-2400 feet RVR when we departed runway 15. The top of the fog layer was 500ft MSL and we were VFR on top from what we could see after our departure. I reported this to departure control at the request of the tower.

After contacting the departure controller, I could hear a CAP 184 (first time hearing the aircraft) being vectored for the ILS 15 at KMOB. Reaching 10,000ft, I elected to monitor the approach/tower frequency to listen to CAP 184. I monitored every radio transmission up to the attempted missed approach by CAP 184, followed by several short static transmissions coming from the tower frequency.

Very Respectfully,

Major Jonathan Fowler, Civil Air Patrol

3 Feb 2016

RECORD OF INTERVIEW

Gilbert Wright CAP Major

Flight Release Officer.

had phone discussion prior to leg one to cover the 3 sorties. (with PIC = Dave Mauritsen)

Discussed IMSAFE, that he was healthy and ready to fly.

ORM: That the risk was low. There was no forecast low weather although clouds at altitude would lead to filing IFR on each leg.

Entered WMIRS flight release at 06:43 LCL (1243Z)
followup phone discussion prior to flight at 0810 LCL (1410Z)

Received a call mid-morning from Panama City (Mauritsen) that all subsequent departures (+ arrivals) would be bumped 2 1/2 hours (due to tire problem with aircraft whom was delivering the passenger to Panama City)

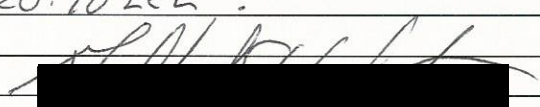
Sent texts to both pilots - with no response at 1300 LCL + 1555 LCL

Called ZET Dryden at 1743 LCL (2343Z). They had just landed at L38, Gonzalez LA, and discussed developing fog on west shore of Mobile Bay.

I offered to drive to Bay Minette or Foley (which are distant from the Gulf + Bay) in the event that they could not get into Mobile.

Therefore the ETA at BFM would be between 20:00 + 20:30 local

1st notification of a problem was 20:40 LCL.


Gilbert F Wright