

I got a call over the radio telling
me the 414 in question (the tail # escapee)
I pulled the truck around to said plane and
I was met by Tony Kelly, whom of which
said that he'd handle the fueling so long
as I did the paper work. The ~~plane~~ fuel
ticket was for a top off. The bird ended up
taking somewhere near 100 gal. Never at any point
did I have direct contact with the pilot
[REDACTED]

8-3-16

The only thing that stands out to me
was the Run up. It took nearly 8 minutes
for him to finish the run up, multiple times being
bringing the throttle down and back up again.

Zachary Odom
8/2/16

N2735A Cessna 414A

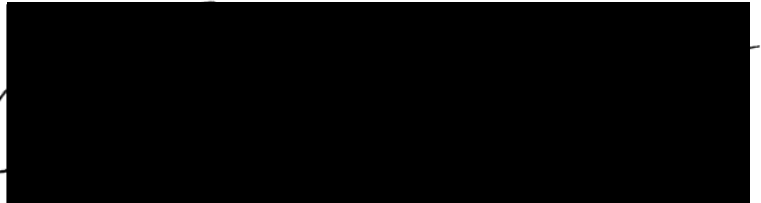
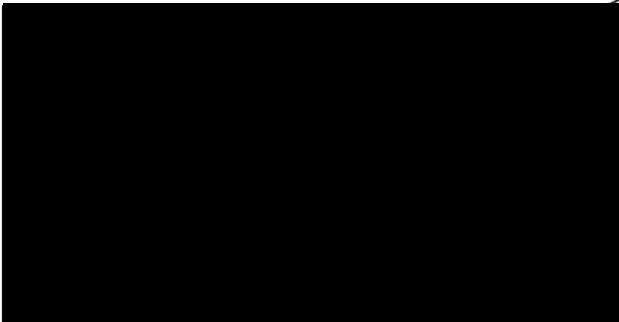
The gentleman came in and checked in, I asked if he needed anything and he said no and he was going to the pilots lounge to take a nap. He had already given his fuel order of top the wings to the linemen, the plane took 100Gallons and the plane was fueled at 2:00pm

A while later he came out and asked for a crew car, I had him sign it out and he left. A little while later he came back with a sandwich and gave me the keys back, he then returned to the pilots lounge.

At around 8:00 pm he came up to the desk and asked if there was anything else he needed to do with the front desk before he left. I said no and he said he was off and walked out the back door to his airplane.

Around 8:35pm when a different aircraft was doing some pattern work and touch and goes, I herd eglin call on the radio asking the outgoing plane had seen N2735A, the aircraft said he did not have visual but knew the 414 had just departed a few minutes before.

At around the same time I started getting calls from Eglin, Police, Fire Department, Coast Guard and other callers.



8/2/16