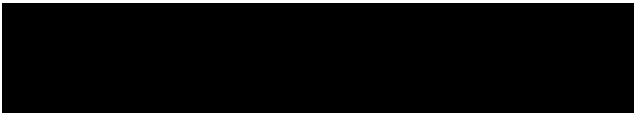


March 28, 2017 Aircraft Accident Statement of Facts

On March 28, 2017 at 0908 hours, I Airport Manager Wes Kirkpatrick, received a third party call from Henry Glover relating to an overdue aircraft. Mr. Glover stated that a person waiting at the FBO at Madison Airport, KMBO, for N643RJ's arrival called and stated that the plane was supposed to arrive a few minutes after 0700 but hasn't shown up. I advised Mr. Glover that I would go down to the hangar and see if the plane was there. I drove down to Mr. Richard Justice's hangar and opened the hangar door and the plane was not there. Once I returned to my office, I called Mr. Glover back at 0915 and advised him that the airplane was not in the hangar. While on the phone with Mr. Glover, I pulled up Flightaware's website and searched for N643RJ flight data and noticed that my onsite ADS-B receiver had one data return from the aircraft. I advised Mr. Glover that it showed the aircraft taking off at 0614 and showed an altitude of 300 feet, 127 knots, heading 311. Mr. Glover stated that he had called Richard's cell phone several times and there was no answer. I stated that if the flight had continued then I would have received more data than one return. Mr. Glover stated he would try and call someone to see if he ever talked to ATC. After hanging up with Mr. Glover, at approximately 0920, I switched the base radio in the FBO to 121.500 Mhz. I heard an ELT tone and at that time I took my handheld radio and drove my UTV around the hangars and to the west perimeter fence and rode north and south listening for the ELT. I never heard anything on my handheld so I returned to the FBO at approximately 0935 and attempted to contact County Administrator Evan Adams via public safety radio to advise him of a possible plane crash. I did not reach him but Monroe SAR Team Member Lee Cadden, answered me and I advised him of a possible plane crash and to coordinate with SAR Team Member Matt Hannon on getting the ELT locator and possibly a drone in the air to begin searching. At 0937 I attempted to call Evan Adams via cellphone and did not get an answer. At 0941 I sent a text message advising of a possible crash and he immediately responded stating that he was enroute. At 0943 I advised SAR Team Member Matt Hannon to place the team on standby for possible aircraft crash. At 1000 Memphis ARTCC called me and advised of a possible overdue aircraft. I advised him that we were aware of the situation and working with local assets on confirmation of a crash. At 1004 Monroe County Sheriff Department Chief Deputy Curtis Knight called me and advised Memphis ARTCC had contacted him. I advised him of the situation and to send deputies down Votec Road, Old Highway 25, and Becker Bottom Road to look for any signs of an aircraft. At 1017 the AFRCC called me in regards to an ALNOT they received. I advised them that we had an ELT locator on site and were beginning to determine if we had a crash. At 1029 Evan Adams and I rode my UTV as far west as we could on airport property with the ELT locator and was receiving a signal to the west. At this time we confirmed there was an aircraft down and I advised Evan Adams to request activation of the SAR team. At 1032 Monroe County Emergency Manager Robert "Bunky" Goza arrived on scene and assumed Incident Command from myself. He initiated Unified Command and named the Airport Terminal Building as the Emergency Operations Center. At 1036 Evan Adams and Lee Cadden rode down Votec Road with the ELT Locator to try and determine a better location. At 1052 Henry Glover voluntarily launched in a fixed wing aircraft to try and locate the crash. At

approximately 1110 Henry located the site and began circling. By observing Henry Glover's position and description he gave, I looked on an aerial map and determined the site to be behind a house on Votec Road. At that time, I sent all SAR team members to the house and advised them the site would be behind the house to the north. At 1125 Assistant Airport Manager John Bingham announced over the radio that he had reached some debris. At 1127 John Bingham called me via cellphone and confirmed that it was the missing aircraft, N643RJ and there were two fatalities. I reached the scene shortly thereafter and observed a debris field of approximately 100 yards and what appeared to be an impact with trees while in a right turn impacting the ground then cartwheeling over to the final position. There was a strong smell of Avgas around the crash site. I observed the pilot, Mr. Richard Justice, sitting in the left front seat buckled in and passenger, John Nuesch, in the right rear seat wearing a seat belt as well. I am unsure of shoulder harness usage as the entire top of the fuselage had been ripped off by a tree. At 1140 I called the AFRCC to confirm the aircraft had been located and the crash site was approximately ½ mile west of the airport. I also advised there were two fatalities. At 1149 I received a call from the FAA Regional Office and was conference called in with NTSB and Jackson FSDO and advised them of the detail of the crash. I confirmed with the NTSB about removal of the bodies and advised them that some extrication would be needed. I was advised to take note of what was cut and the bodies could be released to the Coroner. I advised Amory Fire Chief Zach McGonagill to take notes of what was cut during extrication. At that time Monroe County Coroner Alan Gurley was on site and I advised him the NTSB released the bodies into his custody. After the conference call, I advised Evan Adams that the FAA and NTSB would be on site in the morning and the scene would need to be secured. At 1318 Evan Adams advised Monroe County Sheriff Cecil Cantrell that the site would need to be secured overnight until the FAA and NTSB arrive on scene. At that time I returned to the EOC and began debrief with Bunky Goza and representatives from MEMA.

End of Statement



Wes Kirkpatrick
Monroe County Airport Manager