

From: [Randall Nalbone](#)
To: [Gretz Robert](#)
Subject: N791GA
Date: Thursday, November 5, 2020 8:26:22 PM

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Mr. Gretz,

On 11-1-20, Grumman 791GA crashed into the hillside approximately 1/2 mile short of runway 25 in Jamestown NY (KJHW). The aircraft was piloted by Alan Fuller. Alan was returning home from a trip which he took with his sister, Linda Edwards and family friend Valerie Holmes. Sadly there were no survivors.

Prior to the trip Alan called me and we specifically talked about making good weather decisions and about avoiding ice. He assured me he would. He departed Jamestown a day early for weather reasons.

On Sunday the first of November at 4:00 PM I checked flight aware and noticed that Alan was inbound to Jamestown. I hoped he would divert but unfortunately he chose to continue. I even texted him airborne encouraging him to turn around but to no avail. I drove to the airport to listen to the ATC communications as well as the local CTAF. The weather was prime for ice. Alan chose an approach which took him far from the airport, increasing his time in the weather.

At 5:47 791GA disappeared from radar.

Randy Nalbone

November 10, 2020

To: Bob Gertz, NTSB

From: Patrick Russell

[REDACTED]
Falconer, New York 14733
[REDACTED]

Dear Mr. Gertz: Please find enclosed my summary regarding the plane accident that occurred on 11-1-2020 at the Chautauqua County Airport.

I went out to my hunting stand at 3 P.M. that afternoon, which is located at Lat: 42.1625 and longitude -79.22364. My tree stand faces the hillside that is the airport lighting system for the runway. The weather upon first being in my stand was cold, windy at times and raining. After about an hour the rain turned to hail and eventually over to a heavy wet snow. The weather pattern was odd as at one point the snow stopped and the clouds left for a blue sky and sunshine for about 10 minutes, but then the wind and snow returned. While sitting in the stand nearing dusk I had a few deer in front of me and did not want to leave and spook them so I sat into dark for a short time period. At one point I heard the sound of a very loud winding out of engine that started and lasted about 10 to maybe 15 seconds and then it went silent. I am able to come up with a time of when I heard this but I recall looking at my phone clock when the deer came out and it was 5:33 P.M. at that point and I sat watching them for a bit. It was distinctly different then what I normally heard from airplanes taking off and landing at the airport over my 20 years in Ross Mills. I recall talking to myself wondering what it was and attempted to look in the direction where I heard it, which was right in the direction of the area where the remains of the plane were found. I was unable to see anything due to the wind and snow, which at that time was all over the place. When I left my stand the ground as covered with sticking snow. I went to the house and changed my clothes and told my wife that I was going to run to Wal-Mart and I left. I drove down 380 to the North so I could avoid going over Hough Hill. I actually drove within a hundred yards of the crash site but did not know it was there. I am telling you this because I had three semi trucks in front of me going slowly, with their 4- way blinker lights on because the visibility was so bad. I got home from the store around 8:15 P.M. and was sitting with my wife when my neighbor called me and informed me that there was a plane down and that it might be somewhere on the 140 acres I own. I told him what I had heard and decided to call the state police, which was done at 8:46 P.M. At approximately 9:15 P.M. I had several emergency vehicles and people outside my house trying to get their ATV's back onto my property. I informed them that the land was very thick and swampy with vegetation and the only way back was on foot. I was asked to assist them since I knew the lay of the land. I was asked to take the team I was with along the Cassadaga Creek to the South and head to the Northwest. I had brush hogged a trail the month before so I took them down that. While we were about 2/3 of the way down I smelled fuel. I stopped and asked the other 4 guys of they smelled it and 2 of them smelled it also. I checked the wind direction on my phone and it stated it was a West to Northwest wind. The search team wanted me to take

them to the North as they stated that is where they received the last ping on the pilots cell phone. I assumed the fuel smell was coming from there. What we didn't know until the next day that the plane was about 40 yards in front of us across the street and approximately 100 yards on the side hill towards the runway. When we went to the point of the last ping sound we were approximately 60 yards behind my hunting cabin to the North. We searched the area and could not find the plane. During this time it continued to snow and we had a couple of inches on the ground by now and the trees were carrying it so it was hard to see to far in front of us. At that point I was switched to the CAST team from the County and the lead person, Nick asked me if I would take them all the way back to the North end of the creek so we could walk it all the way back to the South to Ross Mills. We were about 75 yards from that point and he received a call and the search was suspended due to the weather. At this point it was 1 A.M. Nick asked if I could bring them back to the point where we had smelled the fuel earlier as he was not with the original team at the time. I brought them back there but we could not smell it anymore. The snow was coming down and was wet and heavy. At that point I was shining my flashlight into the trees and it looked as if the tops were broken off of an area of them. It is not clear if that was mother nature or the plane that did that but I had posted the property 2 days before and went right through there and they were not like that. The search was to start at 8:30 A.M. the next morning but I got up and out earlier as I was concerned if there were survivors how they would have made it through the night. I headed towards the area where we smelled the fuel and was about 100 yards away when a helicopter presented over the hill and went to that spot and hovered for a few minutes. Shortly after I received a text from law enforcement contact of mine that they had found the plane.

Please feel free to contact me with any further questions.

Respectfully,
Patrick Russell