

6-4-23

Clayton Merritt

N611VG arrived today around 12:30 PM this afternoon. The airplane was a Cessna citation. The citation arrived into OAG from Melbourne Florida. I think he landed on runway 6. He exited the runway and taxied back to the FBO. I parked him in front of the FBO on the south side of the field. He shut the engines down once he was parked then I placed a chock under the nose wheel. I believe there was just the one pilot onboard upon arrival and no passengers. When he shut the engines down and opened the door I asked him if he needed any services, he told Eithan and I that he was going to take some fuel and a GPU. He noticed that he had left the wing speed brakes out when he shut down when he opened the door. I went to go get the fuel truck, while I was walking to the fuel truck he started one of the engine for a short time, probably only 10 or 15 second, then he retracted the speed brakes and shut down the engine. I pulled our Jet #2 fuel truck up to the nose of the airplane to over wing fuel it. Jet #2 is our newer fuel truck, its an International make. He had a fuel order once I had pulled the truck around. He (The pilot) told me the fuel order, it was 150 gallons per side, 300 gallons of Jet fuel total. Eithan and I started fueling N611VG. The passengers pulled in through the gate around the time I had got the

Fuel truck pulled up. AS ~~Ethan~~ and I started fueling, ^{Ethan} Logan pulled the GPU plane side to hook it up. Ethan then came to help me fuel. Logan was told by the pilot that he no longer wanted the GPU, so he pulled it away from the plane and parked it with our other equipment. Logan then I believe helped the passengers with the bags. I believe that there were only 3 passengers along with the one pilot onboard when the plane departed. The 3 passengers arrived with John and Barbara Rumpel. John and Barbara dropped the passengers off and then drove off once they were loaded onboard, I believe. I think that the three passengers were John's daughter with her ~~of~~ daughter, being John's granddaughter, and what I think was a nanny. The plane started up and taxied to the approach end of runway 6. After a few minutes, N611VG took off on runway 6, it appeared like a normal takeoff. It looked like he rotated about $\frac{3}{4}$ down the runway and had a normal climbout. I believe N611VG departed OAG at 1:13 pm.

The pilot called Tri Cities tower to receive a clearance on the ground via the phone number [REDACTED] before departure. He said that it was the same clearance that he had filed for.

VG11 VG

Plane V landed, everything was normal. Plane made no funny noises. Pilot forgot to retract ^{wing} speed brakes. Started to talk to me and Clayton, realized he did not slow speed brakes, started up ~~the~~ ^{I believe} engine #2? in order to put back, or slow the wing speed brakes. I then got the Ground Power Unit, and helped Clayton fuel UG11UG. I put fuel in the left wing (pilots perspective) Clayton and I pumped a total 300 gallons 50 per side/wing I got out of Jet #2 truck (international) Pilot requested Ground Power Unit, then ^{the pilot} told Logan he changed his mind and Logan took the GPU to park it. Clayton and I finished up putting hoses up and filling out fueling paperwork. The pilot and all passengers seemed to be in good temperament and nothing seemed out of place. I believe there were 3 passengers and one pilot. I believe they took off Runway A, appearing to rotate at about 3/4 down the runway. Nothing in the flight plan seemed off until Clayton got a call from I believe the FAA asking for information on UG11UG. I believe information they were looking for was how much fuel they took, how many people were on board and if we knew any information about the flight. We also got calls from Washington D.C. and the USAF. ~~we~~ ~~noticed~~ ~~that~~ ~~they~~ ~~never~~ ~~descended~~ ~~any~~ ~~when~~

the airport and started to come down to what appeared to be in the direction of Elizabethton Municipal Airport. We then noticed that they made a rapid descent and ADS-B stopped reporting on the aircraft. While they were about I believe a couple hundred miles away, I put fuel into U535MT, the highlands 1 helicopter & I used Jet truck #1 (Ford) and then emptied the sump barrels into the fuel farms. By the time that I got back ~~UG11UG~~ UG11UG had quit flying. I believe that they landed around 12:30 pm, Dept at I believe 1:13. They then hit the ground at around 3-5 pm roughly.

They got close to their filed destination, they passed right over ->

When Nell VG arrived, Clayton and Ethan parked and fuelled the aircraft while I loaded bags from Mr. Rumpel's vehicle to the aircraft. The pilot then told me he would not need the Ground Power Unit for start, so I moved it back to our vehicle staging area. Then, Mr. Rumpel's wife, daughter, granddaughter, and maid went into the FBO, so I stayed by the aircraft and spoke to Mr. Rumpel while we waited. We discussed his new citation compared to his old one; and about his family briefly. The pilot then began speaking to Mr. Rumpel about the new paint scheme of the aircraft for approximately 5 minutes. Then, Air Evac NC71A arrived making the rest of the conversation unintelligible. During that time the aforementioned passengers boarded the aircraft. Once the pilot and Mr. Rumpel were done talking the pilot boarded the aircraft. I rolled up the carpet and grabbed their clocks and walked inside. The aircraft departed while Mr. and Mrs. Rumpel watched from their vehicle. Then Mr. Rumpel came inside to use our facilities. After he walked out of the FBO, the Rumpels sat in their vehicle for a few minutes before pulling away.

