

	AVS Quality Management System	QPM # AFS-NM09-601D	Revision 2
	Title: Portland FSDO – Accident Forms and Checklists – Appendix D	Effective Date: 10/30/14	PAGE 9 OF 9

Print

WITNESS INTERVIEW

Name: DONALD L BLUE	Date: 5-27-2016
Address: [REDACTED]	Time of Day:
	Day Time Phone: [REDACTED]
	Identification: (indicate Type)

Affiliation and or experience with Aviation if any: AOP [REDACTED]
61 years working on Aircrafts

Location at time of observation in relation to event observed:
Hangar #10, Brookings Airport.

Statement of observed event:

(If there is not sufficient space please attach as many other sheets of paper as necessary to complete your statement. Indicate number additional sheets attached _____)

I, DONALD L BLUE hereby certify that the statement and given is true to the best of my knowledge of the events observed and experienced.

Signed: [REDACTED] Date: 5-27-2016

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Donald L Blue [REDACTED]

On May 25, 2016, About 10:30 AM, I could hear a aircraft start up at the North end of the airport. I went outside of my hangar, (Hangar 10) Outside I could see the Champion taxi on the taxiway, to the north end of the runway. This is where pilots make their run up before flight. But it continued around the end of the taxiway on to the runway. He put in about $\frac{1}{2}$ throttle, and started going down the runway to the South. Before I knew it, it become airborne. But only about two feet off the runway. He never pulled the throttle back, or added more power. The aircraft went off the South end on the runway, and made a 180 turn and then came back North the full 2800 feet of the runway, with only $\frac{1}{2}$ throttle. He turned to the left, and he was out of sight. About 15 minutes later, we could hear him coming. He had full power. He came in to land on runway 12, but did not. He was about 2 feet off, for the full 2800 feet. He then made a left turn, and went down wind for 12 again. His time he was low on power, and the main wheels got on the runway about $\frac{1}{2}$ way down. He just ran out of runway.