



WITNESS STATEMENT

First & Last Name: Tucker B. Marriott	Date of Occurrence: October 22, 2019
Pilot Certificate Number: [REDACTED]	Time of Occurrence: Approximately 1950 hours
Highest Rating Held: CFI	Location of Occurrence: Holden, Utah
Level of Injury Sustained: N/A	Damage to Property: N/A

STATEMENT:

I, Tucker Marriott, am the Director of Flight Operations for Bountiful Flight LLC, dba FLT Academy. On October 22, 2019 at approximately 1950 hours MST I was notified, via telephone, by Ryan Roberts that aircraft N204BF had suffered from an engine failure. Ryan further informed me that the pilot, Samantha Steel the sole occupant, pulled the BRS Parachute. The aircraft came to rest west of Interstate 15, North of Fillmore in Holden, Utah. The latitude and longitudinal coordinates of the aircraft 39.129360 North and -112.276391 West.

I contacted Reynold Lewis Morris Jr., FLT Academy's lead mechanic, at 1952 hours. I provided him with the information I had received from Ryan, and requested he immediately draw the appropriate tools necessary to respond to the incident location and assist with the initial accident call out/report.

Upon receiving the aforementioned information I contact Jason Clark, from FLT Academy, and requested that he contact the FAA regarding the accident, as well as TRACON about the active ELT from the aircraft. My call was placed to Jason at 1956 hours. I was notified by Jason at 2012 hours that he had spoken to TRACON regarding the active ELT, and was working on contacting the FAA and NTSB after hours to report the accident. At 2030 hours I received correspondence from Jason informing me that he had spoken to the FAA, and they requested I call them when I cleared the scene of the accident. Jason provided me with the after hours contact number of [REDACTED]

I established telephonic contact with the pilot at 1953 hours, and she advised me that she was not injured. She confirmed the following information for me: she had deployed the BRS Parachute, that the canopy had broken, that the ELT had gone off, that the aircraft seemed to be on stable ground, the aircraft not on fire, and the chain of events began when the aircraft's engine ceased functioning. I made note that I could hear the ELT in the background. I again asked if the pilot was injured, and she affirmed her initial statement that she was not. I instructed her to remain with aircraft if it was safe to do so, and stay warm. I also set up a repeating communication with her every 20 minutes, which allowed me to continually receive situation reports from her regarding her condition.

I contacted Ryan Roberts who was airborne in N51JN, and requested that he redirect to search for N204BF. Ryan arrived on station and located the aircraft at 2102 hours. Ryan remained in a continuous orbit over the crash site, and was in communication with the pilot until the Sheriff's Department located the aircraft.

I contacted Brent Brainich, FLT Dispatch, and requested he begin communicating with local law enforcement and the AirMed aircraft in the area. I requested that he place AirMed on stand by in case we needed an helicopter to reach the accident location. Brent contacted Millard County Sheriff's Department and they dispatched Deputy S. Whitaker to locate the aircraft. Deputy Whitaker located the aircraft and the pilot at approximately 2120 hours. Deputy Whitaker provided security for the aircraft and permitted the pilot to sit in his patrol truck to stay warm and charge their phone. The Millard County case number is 103562.



I arrived at the accident location at 2148 hours. I immediately located Deputy Whitaker's truck on an old dirt farm road. Inside the truck was the pilot and Deputy Whitaker. I confirmed with the pilot that they were okay, and asked if they needed medical attention. The pilot responded in the negative. I requested permission to drive to the aircraft's location from Deputy Whitaker, which I was subsequently granted. The area where the aircraft was located is an unimproved, fenced, pasture area with tall sage brush. The terrain is not level, and is not suitable for a Sport Cruiser to land unless it is an emergency.

I was able to locate the aircraft because of its parachute, which was billowing in the calm breeze. The breeze was light and variable. Upon locating the aircraft I took a moment to evaluate the conditions. There was no cultural illumination, and very little celestial illumination. As previously mentioned the terrain was not suitable for the aircraft to land unless in case of an emergency.

My observations of the accident location and aircraft condition: The aircraft was facing to the north and was in a left wing low stance. The left main landing gear had broken upon impact. The nose gear fork had bent and deformed. The left wing tip and aileron were damaged from the impact. The canopy was broken and the plexiglass was strewn. The parachute suffered a partial failure during deployment. The left side steel braided cable that anchors behind the pilot seat severed just aft of the parachute compartment. This led to the aircraft being tethered to the parachute with only three risers, thus causing the aircraft to fall with a left aft downward trajectory.

I began taking overall photographs of the aircraft. I observed that there was no damage to anything other than the aircraft. While taking my initial overall photographs I noticed that when the breeze would blow the parachute would reinflate, thus causing the aircraft to buffet and rock. I made the decision to collapse the parachute, and gather it using the risers to secure it to prevent further damage to the aircraft. After the parachute was secure I continued taking photographs of the aircraft. I paid special attention to annotate the aircraft's times, the fuel selector position (left tank), as well as the condition of the flight deck. Photographs were taken of both EFIS 1 and 2, which were on because of the emergency battery.

After photographing the aircraft Lewis, who had arrived at the accident location, and I ensured all of the switches in the aircraft were in the off position. Lewis and I then removed the aircraft's upper cowling and disconnected the negative lead on the battery. This was done to insure that the aircraft was secure, and that no errant sparks could be generated thus causing a fire. We then lightly pulled on the propeller in the direction of rotation confirming that it would not rotate, thus identifying that there may be an internal failure with the engine.

The aircraft was left where it landed in the field until October 24, 2019 after FLT received clearance to recover the aircraft and return it to KBTF.

After departing the accident location, with the pilot in my care now, I contacted the FAA and NTSB using the phone number provided by Jason. The pilot and I provided initial statements to Fadian Salazar with the NTSB. I then emailed him several of my preliminary photographs. A follow up telephone call was set for the morning of October 23, 2019.

Signature: _____ Print Tucker B. Marriott
Time of Completion: 1145 Date of Completion: October 28, 2019



WITNESS STATEMENT

First & Last Name: Lucas Wisdom	Date of Occurrence: 10/25/2019
Pilot Certificate Number: N/A	Time of Occurrence:
Highest Rating Held: LSRM-Rotax Heavy	Location of Occurrence: Holden, Utah
Level of Injury Sustained: N/A	Damage to Property: N/A

STATEMENT:

On 10/24/2019 at 9:30AM I arrived to aircrafts location, 39°08'21.9"N 112°16'35.3"W. Doing a visual walk around of the aircraft, I seen one of the BRS cables had failed and did not eject correctly. Aircraft was on a left down slop angle on the ground due to landing leg damages. Fuel selective knob was found on left tank. First thing I did was drain fuel from wings and strainer sump. I started with right tank and filled 2 Mason Jars full for fuel samples, and about 5 more gallons until empty into a fuel can. Next I started on the fuel strainer and received a very little amount into a Mason Jar. Then I drained left tank with 2 Mason Jars full for samples, and received about 6 more gallons until empty in fuel cans. Fuel samples were given to Tucker Marriott. After fuel was drained, photos were taken, I received the clear to start disassembly for transportation. I removed aircraft seat cushions to gain access to spar bolts. Removed 6 spar bolts from right wing. Removed aileron bolt. Removed 7th wing attachment bolt from lower side near flap. Pulled right wing and disconnected plugs and cut fuel line, then laid wing on foam on the ground. Due to impact, aircraft was lifted with a fork lift to start removal of left wing. Removed lower attachment bolt near flap. Then I found aileron control tube for left wing was damaged, so i had to remove hinge bracket on left side. Then I proceeded to remove the 6 spar bolts for left wing. Removed left wing and cut Pito/Static lines, fuel in and return lines, and wires. Once disconnected, laid damaged wing on the ground. Due to aircrafts location in field, forklift carried aircraft out to access road. Aircraft was then set on flat bed trailer for transport. When aircraft was set down on trailer, it laid in a right tilt/down slope angle and oil started to drain out of engine's exhaust pipe. Due to spacing, damaged wing was placed on trailer, front of aircraft. Placed aircraft nose tire on damaged section of left wing tip, due to space and stability. Right main leg fully collapsed when aircraft was set down, and was setting on remaining left main leg, nose tire, and right side step. Strapped aircraft down to trailer for transport. Due to space and not wanting more damage, removed right wing flap and placed inside car. Right wing then was placed in my truck bed and strapped down for transport. During transport from Occurrence location to FLT Academy Bountiful Hanger location, aircraft did receive damage to right step which had bent out, which caused aircraft to settle on tail skid and horizontal stabilizer.



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Signature [Redacted] Print Lucas Wisdom
Time of Completion: 1129 hours Date of Completion: 10/25/2019



WITNESS STATEMENT

First & Last Name: Reynold Lewis Morris Jr	Date of Occurrence:
Pilot Certificate Number:	Time of Occurrence:
Highest Rating Held:	Location of Occurrence: Holden, Utah
Level of Injury Sustained:	Damage to Property:

STATEMENT:

24OCT2019: Upon my arrival at scene of aircraft at 10:30 AM in Holden, Utah, I assumed the responsibility of supervisor on site. I ensured that all work being performed was in compliance with the strict instructions given by the NTSB, and documented all actions taken with pictures. I observed the following work performed: defueling of the aircraft, removal of the seats, left/right wing removal including fuel lines, pitot/static lines, wiring and mounting bolts. The fuselage was hoisted and loaded on to a trailer for transport, followed by the wings. Care was placed on preserving the aircraft and causing as little additional damage as possible. Prior to departure from the crash site any remaining aircraft remnants were collected, placed with the aircraft, and returned to Bountiful, Utah. Upon arrival at KBTF I supervised the unloaded of the aircraft and placement in the hangar for inspection by the appropriate officials.



Signature: [REDACTED] Print Reynold Lewis Morris Jr.
Time of Completion: 1530 Date of Completion: 25OCT2019