

From: [REDACTED]
To: [REDACTED]
Subject: Re: Refueling Statement
Date: Wednesday, November 10, 2021 12:21:07 PM

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Yes , I live approximately 6 miles west of the departure end of runway 26. Yes the visibility was 1/2 to 1 mile patchy fog and low ceilings of approximately 400 feet. My first phone in regards to the accident was at 12:20 pm, and that is the time I stepped outside and noticed the low visibility's and ceilings. Going to get the aircraft log books tomorrow from the shop in Delano, Ca. at Diaz aircraft service, and will send copies as well.

STEVEN N WILSON
INLAND AVIATION, INC.
PRESIDENT, CFII, MEII,
FIXED WING, ROTOR WING, DRONES



-----Original Message-----

From: Swick Andrew [REDACTED]
To: STEVEN N WILSON [REDACTED]
Sent: Wed, Nov 10, 2021 9:12 am
Subject: RE: Refueling Statement

Good morning Steven,

You told us the other day, shortly after you were notified of the accident, you were at your house and when you stepped outside, you noted that it was about 400 overcast? About what time was that? Can you see if there is a text or call on that you received? And that you live about 6 miles west of the departing runway?

Andrew L. Swick

Aviation Accident Investigator
National Transportation Safety Board
Western Pacific Region
Phoenix, Arizona
Phone: [REDACTED]

Inland Aviation, Inc.

11/8/21



I, Matthew Cannon, arrived at Inland Aviation around 7:30 am. Max Hanner walked into the office where my desk is located at 2 times I believe that morning. Around 10-10:30 am Max got coffee and mentioned to me about the weather and how the fog had cleared for a moment and missed his "window to leave". Maybe 20-30 mins later I heard Max start up his plane and take off. I did not see Max take off nor hear him say he was planning to leave.

Sign under Penalty of Perjury

 



Inland Aviation, Inc.



I, Ashley Spainhoward, arrived to work @ Inland Aviation, Inc. at 7:30am on 11/3/2021.

I observed Max Hanner walking in and out of the office to check weather and make phone calls between the hours of 8:30am and 11:00am. Shortly thereafter I heard him start the aircraft. His last comment as he was walking out of the office was "you just have to get high enough over the top of the weather to get in the clear". I did not witness the takeoff, but I heard the engine noise from my desk. But I hear engine noise from other aircraft all day here at work.

Sincerely

Signed under penalty of perjury

Ashley Spainhoward

[Redacted signature]

[Redacted signature]

Inland Aviation, Inc.

IAI

11-08-2024

I, Kip Hopkins came to work AT
5:20 AM ON WED, November
THIRD, ~~MY~~ I fueled up r
MAX Hanner's Thrush AT 5:30
AM, Topping off Both Tanks.
Nothing Unusual APPEARED
out of Place. All seemed normal
AT THAT TIME, I THEN PROCEEDED
TO NEW CUYAMA WITH MY
BROTHER TODD HOPKINS WHO IS
ALSO LOADER.

Signed UNDER PENALTY
OF PERJURY.

Ronald Kip Hopkins