
RE: Westar Employee Statements

From [REDACTED]
Date Mon 9/22/2025 3:19 PM
To [REDACTED]
Cc [REDACTED]

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Hi Stephen,

Thanks for the outreach.

According to our legal team, as long as employee names are redacted, we have no issues with your request.

Best,



From: [REDACTED]
Sent: Friday, September 19, 2025 11:56 AM
To: [REDACTED]
Subject: [External] Westar Employee Statements

Good morning Allen,

I'm preparing the public docket, which will be released with the final report.

Each of the employee statements contains important supporting information for the factual. I noticed the privileged and confidential watermark on each page. Can we talk about making these statements public with redacted names and other personally identifiable information?

Thanks,

Stephen

Stephen Stein
Deputy Regional Chief - Western Pacific Region
Office of Aviation Safety

National Transportation Safety Board

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Kraig Meyer

From: [REDACTED]
Sent: Thursday, February 8, 2024 1:28 PM
To: [REDACTED]
Subject: Privileged & Confidential

N900VA

#1 & #2 Engine Inspections

#1 & #2 Thrust Reverser Inspections

30 Day Galley & Lavatory Water System Sanitation

Installed Carpet

Installed Jepps Box

I would need to refresh my mind via the work order and inspection guide to remember everything I did.

I only had a very brief interaction with one of the crew members. I was cleaning a central tank out when he stepped up to it and asked if it was a Hawker Ventral Tank, I said it was and invited him to step on the 3 step I had set up to take a look. He stepped up, just looked, and stepped down and went back to what he was doing.

I picked up [REDACTED] and his copilot at the Residence Inn next to GJT airport at 8:30am on 2/7/2024. I gave them a ride to hangar 8 and showed them the front office area that [REDACTED] could use. I then took them out in the hangar and brought them to the airplane so they could start their preflight. Paul then went back to the office area to do some paperwork. He emailed me a copy of Clay Lacy form 102 and asked me print it for him, which I did and brought it to him in the office. I then went to our QA office and picked up the blank stall flight entry and brought it to Paul and asked him to send me a signed copy when they got home. Their intent was to do the stall flight and then continue to their home base.

I went back out in the hangar and my techs told me the copilot was ready to go outside for fuel.

We pulled the airplane out, when I finished with the hangar move I walked back out to the airplane and found that the crew had told [REDACTED] the amount of fuel they wanted and J [REDACTED] called it in to the front desk. I then walked back to my desk and called the front desk to let them know that a portion of the fuel was owed to the customer as incentive fuel, and that [REDACTED] would pay for the remaining fuel.

I walked back to the airplane while the crew continued their preflight. During this time it was raining slightly and then started to sleet.

[REDACTED]: I then walked back to my truck and I drove him to our lobby so he could pay for the fuel. We then drove back to hangar 8 & walked back to the airplane. While we were walking I asked [REDACTED] if they would be able to find an opening in the storm clouds to be able to do the stall check, to which he replied we'll just get up above them. The copilot had the APU running and Paul told me they would be about ten minutes and would start engine's and finish their preflight checks and then take off. I shook his hand and told him to have a good flight.

He closed the entry door and I pulled the nose chocks and went back to my desk. When I heard them start to taxi I walked out on the ramp with [REDACTED] and watched them take off. We returned to work in the hangar and approximately 15 minutes later [REDACTED] came to my tool box and told me they had been watching them on ADS-B but could no longer see them.

A few minutes later [REDACTED] texted me to ask if we were in communication with the airplane as he also could not see them anymore either. At about 10:56 [REDACTED] called me to see if we had heard anything which we had not. I then called [REDACTED] the manager of our line department to ask if she had a contact number for the control tower at GJT and explained what our concern was. She then called someone at the tower and was told they had not heard anything further from the aircraft. I then called Kendall Kreiling at home and explained to him what was happening.

At this point it was lunch time and most all of the techs had gone to lunch except myself [REDACTED]. We talked briefly about who we had or should call. At this point I became very anxious and scared and did not know what to do. I then walked to my truck and drove to my house about 5 minutes away and got a soda. When I got back in my truck I received a phone call from [REDACTED] who told me he had given my contact information to Clay Lacy Aviation. Right after we hung up I received a call from an individual with Clay Lacy who's name I don't recall. He told me he was with their emergency response team and had a couple of questions.

He asked me what had been done to the aircraft that would require a stall flight and I explained that we had removed the left & right wing leading edges and all of the left & right wing TKS panels for visual inspection & and that anytime either one of those inspections was done a stall flight would be required per the aircraft SRM. He asked what instructions or directions I had told the flight crew to which I replied none. I told him that the SRM states that the stall check should be done by a pilot familiar with the stall characteristics of the Hawker.

I then drove back to hangar 8 and as I was walking back to the hangar from the parking lot I received another call from the same individual from Clay Lacy who asked that I make sure all of the maintenance records and fuel we had be secured/frozen. I gave him the phone number to the front desk so he could call about the fuel and that I would speak to our QA manager about the records. I then called [REDACTED] our QA Manager and he told me was aware of the situation and was already working on the records. I then met with Kendall Kreiling who had notified management of the situation.

[REDACTED]
2/8/2024

Kraig Meyer

From: [REDACTED]
Sent: Thursday, February 8, 2024 2:15 PM
To: [REDACTED]
Subject: Privileged and confidential

Having not worked on N900VA for over a month, I would have to refer to the records.

As for the crew, I saw them arrive together on the morning 02/07/2024.

Later I observed the Bald crew member, whom I took to be the pilot in command, performing a detailed inspection of N900VA, while I worked on a nearby aircraft.

I had only one interaction with the pilot when I passed him standing by the the plane's air stairs.

I excused myself and he cracked a joke which I made joking replied.

He appeared tentative and relaxed.

I had no other interaction with either crewman after that.

Sent from my iPad

On the morning of February 7th, I, [REDACTED], received a call from the front desk for a fuel order on a Hawker at Hangar 8. The tail number was N900VA and the fuel order was 600 gallons Jet-A Negative FSII (Fuel System Icing Inhibitor). I took the call at 0919. There wasn't anyone free at that time but myself, so I went ahead and took Jet Truck number 5 over to the aircraft. I parked the fuel truck behind the jet just as I would for any other Hawker, got out of the truck, applied the chocks to the truck, and then proceeded to walk over to the pilots at the front of the aircraft. I met one pilot of whom was standing just outside of the cabin door. I asked to verify if the fuel load was indeed 600 gallons Jet-A Negative FSII. He greeted me and asked me to hang on one second while he verified with the other pilot who was in the cabin. Once the first pilot stuck his head in and asked the second pilot if the fuel order was correct, the second pilot stuck his head out of the cabin door and gave me a thumbs up and said "that will be perfect." I told both of them "thank you and I'll get right on to the fueling." I then went back to the fuel truck and proceeded to start typing in the tail number information into the fuel meter. After typing in the tail number information, I grabbed the bonding cable from the truck and took it out to the aircraft. I then opened up the fuel panel, took off the fuel cap, and then bonded the aircraft with the bonding cable. After bonding the plane, I went back to the fuel truck and took out the fuel hose and brought it out to the plane. I hooked up the fuel nozzle and then proceeded to fuel. After completion of adding 600 gallons of Jet-A Negative FSII, I turned off the fuel pump from the truck and went back to the cabin door to confirm that the fuel added was satisfactory with the pilots. By the time I walked to the wing tip, one of the pilots was already out of the plane giving me a thumbs up indicating the fuel level was good. I gave him a thumbs up back and said "thank you" and proceeded to head back to the truck to finish the fueling evolution. I pressed stop on the fuel meter, un-hooked the fuel nozzle, un-hooked the bonding cable, applied the fuel cap back onto the fuel adapter, and then closed the fuel panel door. I then gave the fuel panel door a quick tap to ensure the door was secure along with visual indication that the door snaps were secured in place. After confirming the fuel door was closed, I took the fuel hose and the bonding cable back to the truck and reeled both of them back in. After finishing up putting everything away on the fuel truck I then went back to the front of the aircraft where a few mechanics were standing and asked them if they needed a fuel ticket. They replied "no," so I told them thanks and went back to the fuel truck, pulled my chocks, did one more verification that I had everything wrapped up on the truck and that the fuel panel on the plane was closed, and I got in the truck and proceeded to drive back down to the main ramp.

From: [REDACTED]

Sent: Thursday, February 8, 2024 11:21 AM

To: [REDACTED]

Subject: N900VA

Here is what I remember from the time the crew showed up.

I only met the pilots for about an hour. They came into the hangar and started looking over the aircraft and loading their personal items on board.

We then got told to get the aircraft outside so they could get fuel and the Lav tank filled. Maybe 30 min after getting fuel and Lav filled they started the APU then took off some time after that.

I only had a brief discussion with the co-pilot and chief pilot. It was about a pocket screwdriver that was found in a box of items that came off the aircraft and wasn't sure if it was theirs. Both said no and proceeded to get the aircraft ready for departure.

I went inside the hangar and continued working on other aircraft until N900VA was on the taxi way. I stood outside side with my boss [REDACTED] and a co-worker Stephen and watched them take off. Take off went good for the current weather conditions, which was stormy, rain, sleet, and decent wind blowing.

I went back inside and started to track the flight on Open ADSB. I watched them through the entire flight and when I noticed the aircraft acting weird and I consulted one of my co-workers [REDACTED] about how the flight path looked. He then started to research a little further about what we were seeing. After that we started to notify personal about what we think happened and that N900VA had gone down.

Thank you

[REDACTED]

Hawker Lead Mechanic

Statement. I am writing this on the afternoon and evening of Wednesday Feb 7, 2024. These are the order of things as to the best of my recollection.

Work performed.

I would need to review work order signoff sheets before I could answer this question.

During the final week of the aircraft being here

Outgoing engine runs. All systems checked normal.

I performed part of the predelivery.

I worked with [REDACTED] to complete any information still needed on the operators CAMP cards and help gather 8130-3's.

We had been told the previous week that the crew was scheduled to arrive in Grand Junction on the evening of Tuesday Feb 6 with a plan to depart for stall check flight the next day.

During our morning huddle meeting on the accident day, Feb 7, [REDACTED] stated that the crew would be planning on a 08:30 arrival time to the hangar.

At approximately 08:45 [REDACTED] informed me that the flight crew was here. I walked over to the aircraft but did not

interact with the crew at that time, the younger crew member was performing a walk around inspection.

At approximately 09:00 I was standing near [REDACTED] tool box. The younger crew member approached me and asked where [REDACTED] was. I asked if I could help him with anything. He stated that they were ready to take the aircraft outside and that he understood it would be a bit of time to make that happen since there was another aircraft in the way.

This crew member and I went different pathways back to the aircraft, where I found [REDACTED] and asked if he knew the crew was ready for the aircraft to go outside. He didn't, so we both started the process of getting the aircraft out of the hangar. This work happened with the majority of the Hawker crew as we needed to move GSE and a Falcon out of the way to get the Hawker out of the hangar. We moved N900VA out of the Hangar, I acted as a tow supervisor maintaining visual contact with [REDACTED] who was acting as the tug driver and the wing walkers. We parked N900VA adjacent to another Hawker, removed the tow bar, connected the steering pin and proceeded to attach the tug to the adjacent Hawker to pull it into the vacated hangar spot. I broke away from this towing evolution to head back to N900VA and ask the crew how much fuel they needed.

We positioned the aircraft at the following location using "What Three Words"

///forefinger.ordinary.telescopes

<https://w3w.co/forefinger.ordinary.telescopes>

I asked the crew what fuel load they wanted. The crew stated they needed 600 gallons jet A negative, and 2 gallons of lavatory fluid. I made the call to the West Star Aviation front desk at 09:18 am. I informed the CSR of the fuel load and lavatory service. The CSR repeated back the request for verification.

While waiting for line service to arrive, the crew asked where their crate was that they had placed drinks in and had left at the front desk when they dropped off the aircraft in December. I told them that I had thought the crate was ours, I hadn't been sure, however all the drinks were back on the aircraft. I told them I would go back in to the hangar to get the crate for them. I came back out with the crate a few minutes later. I apologized to them, and made a joke that we were just trying to steal their crate, to which they laughed.

At 09:33 [REDACTED] texted me, asking an unrelated question. I didn't see the text at the time.

Somewhere in this time frame, the West Star Aviation fuel truck arrived and [REDACTED] from line service arrived and verified with the flight crew the quantity of fuel and additive being negative. An additional line service guy arrived and serviced the lavatory.

During this time, I was standing in weather that went from light rain to sleet, and back to rain. One of the crew members made a comment “Of course it’s going to rain now”. The weather was cold at the time but above freezing. I observed snow on the Bookcliff mountain range from about even with my position, and to the West of my position at the airport.

██████████ came out to the aircraft around the time the line guys were finished servicing the aircraft and asked if I had gotten the text message. A short time later I went in to use the restroom. The fuel and lavatory servicing were both just wrapping up at this same time.

██████████ arrived at the aircraft sometime in this time frame and discussed payment for the fuel with the older crew member. Dave took this crew member with him to the front desk to pay for the fuel.

I don’t have any time stamp indication of when ██████████ came back with the crew member but the crew member got into the aircraft. I walked around the back of the aircraft one last time to verify that the refuel door and the lavatory service door were both closed. ██████████ said that the crew stated “they would be a while before they were ready to depart”. We headed back into the hangar to go back to work.

At approximately 10:30 I was in the South East corner of the hangar when I heard what sounded like an aircraft with 731 engines taxi out, so I assumed that it was N900VA departing

the ramp. Shortly after I headed out to the line, where [REDACTED] pointed West to me and said they had taxied out and were getting ready to take off. It is common for us to watch the taxi and takeoff of aircraft that have been in for maintenance.

I continued to walk out to the edge of our ramp to take pictures of the aircraft departing. I often do this, particularly if the sky is interesting and on this morning I believed the sky to be interesting because of the winter storm clouds. I arrived at my position to take video and photos of N900VA, just under the tail of the Gulfstream. N900VA was already on the takeoff roll and I started video and took pictures with my personal phone while the aircraft was on the take off roll and after it was airborne, continuing towards the end of R-11. This time stamp is evidenced by my picture meta data.

As I went inside, I discussed with [REDACTED] that the Gulfstream that is being parted out looks like the LH gear has an issue that could be a safety concern. [REDACTED] contacted the Gulfstream manager.

I then went to start working on troubleshooting a problem on another Hawker aircraft. While I was standing at the computer terminal researching wiring diagrams, [REDACTED] approached me and said had been watching for the stalls on the ADS-B app. He stated that it was weird that tracking had stopped like the app had frozen. I looked at his display and it wasn't updating. I stated that it's weird, but I have very occasionally seen something glitch on the ADS-B app. Anthony tried

refreshing his ADS-B app and the aircraft was no longer even showing on the display. This made me curious and I opened my ADS-B app and looked for the aircraft as well. I could not find any current track for the aircraft. I refreshed a few times and then also tried looking for the aircraft just using the H25B model designation. Multiple hawkers were in the sky across the country but N900VA was not located in the area.

At about 10:56 the operator rep [REDACTED] called [REDACTED] while I was standing there and asked if we were tracking the aircraft.

At about 11:05 I wanted to see if i could find historical tracking on the flight and went to the website for ADS-B exchange. I recorded a screen share of a flight path that seemed concerning. The last movement track on ADS-B was approximately 10:47. I observed the vertical speed of the aircraft, & the ground speed of the aircraft as being abnormal. I also noted that the height appeared to have been about 20,000' when the aircraft was slowing for stalls, I found this unusual, as the Pilots Operating Manual regarding STALLS states:

1. The altitude must be above 10,000 ft AGL, 10,000 ft above clouds and below 18,000 ft MSL.

At some point here I was concerned about the flight and asked [REDACTED] to contact West Star Aviation front desk and inquire if they heard anything. Initially the front desk said that it appeared the aircraft was headed back on ADB-B and then a short time later they called back and said it had a concerning

flight track. We asked them if they could contact the tower and find out more info. A little after that we got a call from the front desk stating that the tower could not communicate with them anymore as they were too far out but still had an open flight plan. I expressed concern that an open flight plan only meant that it hadn't been closed/cancelled and could we inquire further because we were concerned that the aircraft might have gone down.

At approximately 11:24 [REDACTED] received a text from Robert Gale asking if we were actively tracking the aircraft / in communication with the aircraft.

At 11:25 a hail storm came through the airport and the noise of the hail prompted me to take a video of that weather. I was surprised that the crew decided to do a stall check flight with the current weather conditions.

At approximately 11:35 [REDACTED] contacted [REDACTED] to express concern with what was going on and begin to inform management that the aircraft may have experienced a problem.

[REDACTED]
Hawker Tech III
West Star Aviation
Grand Junction