

This is the testimony of Wroten McQuirter, III regarding the night of Sunday, 18 September 2016.

On or about 18 Sept 2016 I arrived at Spirit of St Louis Airport around 5:35PM for a flight with my student pilot. My previous student who was planning to fly aircraft N52265 had cancelled due to a personal emergency. I had my student accomplish the preflight on aircraft N727SP while I discussed some issues with the front desk personnel. During this time the mishap pilot was walking back into the front door of the office doing what I believed was his normal preflight duties. While I was waiting for my student to finish his preflight the mishap pilot introduced himself and asked how long I had been working at Air Associates. I told him I had just started and he said he had been flying there for a long time but not recently. He seemed slightly nervous for his upcoming flight. My student completed his preflight and came to the building to get me. At the same time the mishap pilot complained about the chair in N52265 was not moving upward so he could see over the nose. I went to his aircraft and moved the chair up for him. He seemed happy with the height and continued his preflight actions. As we started the aircraft and began our run-up I noticed he kept going into the building for some reason. He also started his preflight before us but he was still in the parking spot by the time we were taxiing to the runway. My student pilot was not very quick so I made a remark about how slow his preflight was. After that we departed for Washington, MO Airport. At Washington the winds were reported as calm so I asked my student which side of the runway he would prefer. My student wanted to fly right traffic to Runway 15. After approximately 4 touch and go's while on roll out we noticed another aircraft on landing approach on Runway 33. I took the controls and maneuvered the aircraft to the right hand side of Runway 15 just short of taxiing onto the grass just in case the other pilot decided to perform a touch and go. During the mishap pilot's flare and touchdown he saw our aircraft and began transmitting over the CTAF "Washington traffic, Washington traffic, Washington traffic". After he had slowed his aircraft he instructed us not to takeoff again which I replied to him "We are not. We will both depart the runway and taxi back and takeoff." Once I saw it was N52265 I also transmitted "Cessna 52265 make sure you are listening up on the radios." As we had made numerous calls on CTAF that we were conducting touch and go's. I did not hear N52265 on the radios just Creve Coeur traffic and other various airports. He cleared the runway first then us. I watched to make sure he was okay and his departure seemed fine off of Runway 33. The mishap pilot then transmitted he would be returning straight to Spirit Airport where I was planning to have a talk with him regarding traffic pattern operations at Washington Airport. We did one more touch and go and then departed for Spirit Airport. Arriving at Spirit Airport I noticed N52265 was not parked on the ramp. I was curious because he should have made it back before us. As my student was finishing his post flight actions I went inside to see what time the mishap pilot should be returning because I wanted to talk with him regarding the incident at Washington Airport. After about 20 mins we finally saw what I assumed was N52265. He entered the right downwind for Runway 26R. His altitude was erratic as he pitched up and down and made large power adjustments. The approach seemed very unstable and as he approached the runway he elected to go around. However his go around was just as unstable. He had overshot the runway and was well left of centerline as he was climbing out. I then ran inside as I knew the pilot might need some assistance. As I was grabbing the radio I heard the engine accelerate and then a loud thud. I asked my student what was that sound as we both ran outside onto the ramp. There was no sound in the surrounding area so I concluded the aircraft went down. I heard over the tower frequency the tower contacting the security detail at Spirit to go and investigate. I made a brief inquiry as to the tail number and it was N52265. I then called my general manager and assisted

emergency response vehicles as best I could. The accident happened around 8:07 PM.////END
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