

From: [REDACTED]
To: [REDACTED]
Subject: Ultralight Washington County Airport
Date: Saturday, August 12, 2017 9:35:24 PM

DATE: 8-12-2017

TO: Del Deatherage FAA

FROM: COI Ramsey, Robert [REDACTED]

SUBJECT: Washington County Airport

Sir, Please be advised on July 31st, 2017 at approximately [8:30A.M.](#) I did witness an ultralight airplane fly over the runway at the Washington County Airport. The airplane flew horizontal from my right to left. Once over the end of the runway the plane's nose dropped down into a nose dive. During the nose dive I lost visual of the plane due to the tree line, but did notice a dust cloud rise above the tree tops. At this time the Potosi Correctional Center's Control Center was notified and did contact dispatch of incident.

Sent from my iPhone

From: [REDACTED]
To: [REDACTED]
Subject: Plane crash
Date: Friday, August 11, 2017 5:25:39 PM

This is Shawn Jenkins, this is my statement in reference to a plane crash I witnessed on July 31, 2017. On July 31, 2017 I observed a small plane having difficulties and heard the engine make a loud revving sound and then make a nose dive at a very rapid decent. I was unable to view the landing of the plane due to the area I was standing in.
If you have any further questions or concerns feel free to contact me at anytime.

Shawn Jenkins
[REDACTED]

Sent from my iPad

Sullivan PAM

Subject:

FW: Aircraft accident @ 8WC Washington Co. Airport

From: Gene and Pearl Frost [\[mailto:pmr318@yahoo.com\]](mailto:pmr318@yahoo.com)

Sent: Tuesday, August 01, 2017 9:59 AM

To: Deatherage, Del (FAA)

Cc: [REDACTED]

Subject: Aircraft accident @ 8WC Washington Co. Airport

Written at home.

July 31, 2017 at 2300-2400

Statement written by witness to Experimental A/C accident at 8WC Washington Co. Airport at approximately 0730-0800

Mr. (Stanley) Crocker completed his pre flight of the Experimental Aircraft and received a short briefing on and location of all switch and gauges. Mr Crocker is an Ultra-Lite and Experimental Airplane builder, and had previously built and flown, I believe at least 4 Aircraft. I note here that a we both discussed that we had a preference for stick flight control verses wheel control of the currant airplane. It was noticed at this time that his left upper leg and control wheel interfered with and blocked full operation of the control wheel. I adjusted the rudder pedals full forward and that reduced the conflict to a lesser degree but not totally.

"Stan" (Mr. Crocker) appeared to be satisfied. But "Stan" stated it was a little cramped and maybe he should not fly it because of the fit. I said "if you do not feel comfortable "Stan" with the fit" you do not need to fly it. "Stan" stated "oh NO" I want to fly it. I said o.k.

Stan (Mr Crocker) is just like me. I would have said the same thing. (my feeling added here)

I Clarence E. Frost reminded "Stan" to be weary of the possible interference between his upper left leg (with a friendly pat on that leg) and "control wheel".

I shared the reason to be aware of this , because the owner of the airplane had noticed a tendency to " drop a wing in the turns in which you must capture quickly and return to level flight.

"Stan" then started the previously warmed up airplane. Sat there on the ramp for a few minutes doing his checks. He proceeded to taxi to runway 020 where he cleared for traffic and wind conditions. Then began to accelerate to take off speed. The airplane appeared smooth and stable in a nice and steady climb. Really sounded great.

(I attempted to video with my cell phone but sadly it was poor and couldn't see much. I turned it off and turned to my right to the downwind side of the roll of hangers. Habit I suppose. I turned head slightly to the left and observed that it looked like "Stan" was beginning a normal "right turn" to crosswind and that by the time I would get to the other side of the hanger, thinking I might get some good pictures of his downwind leg.

Right about this moment I realized that it " appeared " he had from "my view", that he was crosswind. The wing had dropped in the turn and that is when I realized that the aircraft was continuing to turn right an down. Somewhere in this action the aircraft appeared to proceed straight down for approximately 150-100 feet AGL.

I did not observe the impact due to the terrain elevation from where I was standing, but I did notice it got very quiet. I got into my vehicle and drove up the runway to the end and parked and went to the impact sight.

Statement of and by,

Clarence "Gene" Frost