

FAA Use Only

Aircraft N1932G

FAA IIC RE LONG

Statement of Witness

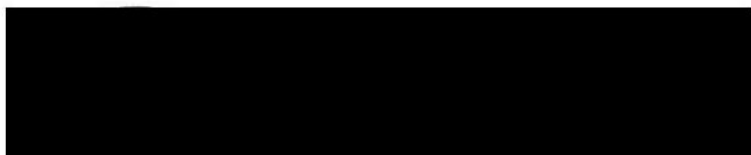
The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Name/Signature David C. Edgerly Date 7 SEP 71

Contact phone/email [REDACTED]

Tell in your own words what you saw or heard before and at the time the accident occurred.

- ASSISTED IN PRE-FLIGHT PREP. REATTACHED LEATHER ANTI-CHAFING DISCS TO FUSELAGE & UPPER WING.
- ASSISTED PILOT WITH SAFETY HARNESS
- HELD ACFT DURING START & RUN-UP.
- WATCHED TAXI & TAKEOFF RUN
- NORMAL TAKE OFF & CLIMB TO APPROXIMATELY 250'-300' AGL
- PILOT MADE LEFT TURN TO CIRCLE AIRFIELD & ENGINE COUGHED & QUIT.
- LEFT WING DROPPED AND ACFT ENTERED SPIN - ABOUT 1/2 TURN THEN NOSE DOWN DIRECTLY TO IMPACT. I CALLED 911



FAA Use Only

Aircraft N19326

FAA IIC RE LOVL

Statement of Witness

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Name/Signature Tom Gaylord [REDACTED] Date 7 Sept, 2019

Contact phone/email [REDACTED] [REDACTED]

Tell in your own words what you saw or heard before and at the time the accident occurred.

Engine has recently been overhauled, and after ground
running was go flown. (I am not sure whether this
was its very 1st flight post overhaul)

Engine start was normal, taxi was normal, and
take off appeared normal. At the end of the
runway at an altitude of approx 150 - 200 ft. the
aircraft started a left turn, banking slightly.

While still banked over the engine appeared to quit (
the engine noise ceased completely & suddenly - no
spluttering or rough running). The banking to the
left appeared to increase quite a bit, the nose
slewed to the left and downward. (ova)

After completing about 180° with the nose dropping
the airplane dove straight down into the ground.

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Aircraft N1932G

FAA IIC RELONG

Statement of Witness

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Name/Signature JOHN TENISON [REDACTED] Date 9.7.19

Contact phone/email [REDACTED]

Tell in your own words what you saw or heard before and at the time the accident occurred.

I CAME OUT OF THE MAIN HANGAR JUST AS THE PIETENBOL
TOOK OFF. THE AIRCRAFT MADE A WIDE TURN TO THE
LEFT. AIRCRAFT CONTINUED A SHORT DISTANCE PERP-
ENDICULAR TO THE END OF THE RUNWAY APPARENTLY
STILL CLIMBING. IT MADE A SHARP TURN TO
THE LEFT, THE WING DROPPED AND IT ENTERED A
STEEP DIVE. THE AIRCRAFT APPEARED TO IMPACT
AT APPROX. 30° ANGLE TO THE GROUND. I DID
NOT HEAR THE ENGINE AT THE TIME OF IMPACT.

[REDACTED]

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FAA IIC Re Long

Statement of Witness

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Name/Signature

Alex Vinnarreal

Date

9/7/2019

Contact phone/email

Tell in your own words what you saw or heard before and at the time the accident occurred.

Saw taxi, take off looked routine began
walking back to hangar - heard engine stop
turned around saw plane turn begin to
fall then hit ground.