

September 20, 2020

Daniel M. Keen
Aviation Safety Inspector
Flight Standards District Office
FAA

[REDACTED]

Dear Mr. Keen,

Further to our interview earlier today, this statement is my best recollection of the events surrounding the crash of an aircraft at Glendale Airport (813).

I was sitting in the right seat of a Stinson (N686C), facing North, at the end of runway 18, waiting to takeoff after the arrival of a Saratoga, at approximately 11:30 am. I observed the inbound aircraft just after they made a radio call stating they were inbound for runway 18, on a three(3) mile final. The pilot in the left seat of the Stinson (Jerry Keller) radioed the inbound aircraft advising we would wait in our position off to the left of the runway, until they passed, and the inbound aircraft acknowledged that information with a confirmation and thank you.

Moments later, it appeared that the inbound aircraft was low and wallowed a bit, and in a slight nose up attitude, striking a set of poles supporting high tension power lines. The aircraft immediately crumpled and fell to the ground and a large fire ensued. The actual site of ground impact was hidden by a stand of corn in that field.

This statement is freely given.

William. B. Rose

[REDACTED]