

September 20, 2020

Written 7:15 PM

To: Daniel M. Keen

Aviation Safety Inspector

Subject: Report of observations made of aircraft accident that occurred at Glenndale Airport (8I3), Kokomo, IN, at approximately 11AM September 20, 2020

These observations are reported by myself, Gerald C. Keller [REDACTED] were observed from the cockpit of my aircraft, a Stinson 108-3, N686C.

The pilot involved in the accident, myself as well as some other pilots were giving rides free of charge to some volunteers and friends at the airport. Wind was from the south east and we were using runway 18 which is a grass strip. There are power lines and a pole with an obstruction light located north of the airport. I was ready to back taxi runway 18 when I heard the pilot give a radio call that he was at Champaign Shores, which is a reporting point recognized by local pilots giving rides at Glenndale Airport. Champaign Shores is a lake with a developed subdivision approximately 5 to 6 miles from the approach end of runway 18. I gave a radio call that I was back taxiing runway 18. I arrived at the approach end of runway 18 and observed the aircraft approximately 1 mile from the end of runway 18. The aircraft appeared to be wings level in a normal position to land on runway 18. I gave a radio call that I would hold my position until he had landed. I then looked at my transponder and instruments for a final check before takeoff. When I looked outside again, no more than 30 seconds, the aircraft appeared to have hit something and appeared to be rolling to the right (?). The left wing (?) appeared to have major damage. My visual contact of the aircraft was probably no more than 4 or 5 seconds

before it impacted the ground. There was an immediate cloud of black smoke. I made a radio call that there had been an accident at the north end of the airport. My passenger said he was a fire fighter. I said "let's go" and shut my plane down. We headed for the accident that was located in a corn field a few hundred feet from where we were. It was difficult to get through the tall corn. By then a golf cart was making a path through the corn. When we arrived, the fire was so intense we couldn't get near the wreckage. Several others had arrived about the same time. We left the corn field. They were treating one survivor while waiting for the fire department to arrive.

To the best of my knowledge this report contains true, factual information that I observed.

Gerald C. Keller