

About 14:30<sup>EST</sup> the pilot topped off fuel tank with fuel from his portable gasoline container. I would estimate he had 4-5 gal in the 6 gal tank as he was only planning to fly approximately 10 miles to his home grass strip. He stated he would remain close to my strip until he could confirm that his aircraft's engine was performing properly. He had stated that his engine lost power & his previous landing was with only idle engine power. He felt it may have been carb ice or it had possibly loaded up when he had pulled the throttle back to land. For that landing he landed on my N-S strip to the south with no damage to aircraft.

On the final flight his engine started normally & he departed on my E-W runway to the west & was able to climb out with no apparent issues. He flew around over my strip for about 2 minutes circling and climbing & descending as he tried to ensure it was OK. He made a couple of circles to the north of my strip at about 200 ft and then began returning toward the same location he had landed on previously about 30 minutes earlier. He then appeared to be getting too low, or at least lower than I felt he should be, to safely reach the strip. I saw that he began lining up to land between 2 trees & I felt he was going to hit one or both of them. I had been watching his entire flight from about 200 ft SE of impact site so I began to run toward the trees.

The intended path he was taking was a very poor choice for a power-off landing with many obstructions & the pilot was very familiar with my strip would have never made that approach. Simply banking to the right  $30^{\circ}$  would have put him on the same runway he had landed on earlier (300 ft long by 150 ft wide).

His left wing impacted the top of the tree at about 30 ft above the ground & spun the aircraft to the left & it impacted the ground in a vertical nose-down attitude, coming to rest on a gravel driveway.

When I reached the aircraft in about 20 seconds the pilot was still in the left seat, hanging from his seat belt at about a  $45^{\circ}$  position with the top front of his helmet resting on the ground. He was unconscious but breathing with no visible signs of bleeding. There was no fire & the engine abruptly stopped at the time of impact. The aircraft did not stall until it impacted the tree with the left wing. At no time did I hear any sputter or hesitation but I can confirm that the engine was not running at a high RPM at the time of impact but assumed the pilot had throttled back to land prior to accident.

I am a private pilot & have considerable experience with, & own & fly a similar type of aircraft & engine as this aircraft. I feel there may have been some pilot performance issue.

[REDACTED]