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From: Rachelle Bridges [REDACTED]
Sent: Wednesday, July 16, 2025 4:39 PM
To: Orphan, Nickolaus (FAA) [REDACTED]
Subject: N3181V Rachelle Bridges statement

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At approximately 7:40 pm central time N3181V was taxiing for departure on my 2000' grass strip in Cedar Creek, MO. The airplane lined up for a north departure on the south end of the runway. Aircraft was stationary for approximately 5 minutes while the pilot was presumably doing pre-takeoff checks. Engine run-up and mag check could be heard from the open door to the house, and the engine sounded normal. A few minutes later 3181V began the takeoff roll to the north. The first 1000' of the north runway is uphill with the first 700' being the steepest. Engine sounded normal during the takeoff, but acceleration seemed slow as the plane was rolling uphill initially. The

airplane lifted off approximately 900' from the start of the runway, and the airplane went into a nose-high attitude causing it to appear to approach a stall. The pilot appeared to continue to pull the nose up to a steep climb attitude. The plane quickly displayed a loss of lift as the right wing pitched violently towards the right and steeply nose down at approximately 30' above the ground. At that time, I lost sight of the aircraft as it descended over the rise in the middle of the runway.

A crash impact was heard but the impact itself was not witnessed.

I, my daughter in law, my son in law, and his friend were the first to the scene of the crash. The right seat occupant was moving his head around and seemed to be trying to open the door which was apparently jammed shut after impact. Pilot was laying with her face on the dash and was moaning in pain. My son in law was able to pull the door open from the outside, and he and his friend were able to assist the right seat occupant to the ground in front of the aircraft so that we could access the pilot. It was noted at this time that there appeared to be no visible leaking of fuel or smoking electrical components in the aircraft. My son in law climbed into the right seat to assess the left seat occupant. The left seat occupant/pilot was not able to lift her head off of the dash and was still moaning in pain. My son in law assessed for spine stability as best he could before carefully lifting the pilot off the dash and back against the left seat. The left side of the panel had bent backward and was pinning the pilot's legs against the panel and seat cushion. My son-in-law was able to brace against the right seat and push the panel off of the pilot's legs long enough for me to free her legs from the impingement point. Once her legs were free of the panel, I and my son in law were able to move her out of the cabin and carry her to safety away from the crash site. I and my daughter, both physicians, were able to triage both occupants while my son in law returned to the house to find a makeshift stretcher to move the passenger farther away from the crash. He returned in a few minutes with a piece of plywood that was used to move the passenger over to where the pilot was being assessed. Emergency medical services arrived at the scene about 20 minutes after the occupants were evacuated from the crash site.

When first arriving at the scene of the crash, an initial impact sight was seen with torn up grass and dirt about 150' from where the plane came to rest against a brick well pump house. A single propeller blade was noted to have departed the aircraft. The plane appeared to have impacted the pump house with the left wing, and the engine and nose gear were apparently separated from the airplane upon impact with the pump house and came to rest apx. 30 feet from the impact site. Also, when approaching the crash site, I noticed the windshield was busted out with pieces apx. 15 feet in front of the aircraft. I also noticed that a rear side window was partially open. After stabilizing the occupants, my son in law investigated the crash site to assess risk of fire. The

battery was still connected to the aircraft, so my son in law and first responders cut the positive cable to disconnect the circuit.