

Cecil W Jones, what I observed and did during this accident.

Cell [REDACTED]

Pilot and Property Owner at Baker SkyPark

On the morning of 30 June 2017 at about 1045 I arrived at SkyPark in my Jeep and parked at the SkyPark Gas Pump on its East Side facing North. My driver's Window was even with the Fuel Pump Control Station and Keypad. During the next several minutes while I worked to update some software in the Gas Pump System Computer the KR2 aircraft flown by Joe did several touch and go landings on runway 27. I finished my Gas Pump work and took 2 pictures about 11:08, then as I was preparing to leave Joe was doing a touch and go and during his climb out I estimate at 200 to 300 feet approximately even with the David Miller Hangar I heard the engine sputter for several seconds and I looked up at Joe's plane. The engine then resumed operation and almost immediately Joe went into a hard right hand turn to the North, I stayed focused on the plane and after about 90 degrees of turn Joe then went into a hard turn back to the left. During the turn I estimate the plane was in 45 to 60 degrees of Bank. After about 90 degrees of the left hand turn staying in the bank the nose started dropping but the bank stayed. At about 180 degrees (pointing South) I could then determine he was attempting to turn back and land on the runway to the east (09). He continued in the nose low turn and appeared to be picking up speed. At no time during this turn did I perceive that the engine had stopped, I'm not sure of the power setting but I believe the engine continued to run through the crash.

Joe continued hard left in a descending turn and I watched him till he was maybe 100 feet above the ground and pointing East but still in the nose down turn. At this point I lost him behind the Fuel Tank and immediately was apprehensive about what was going to happen. It did not look to me as if he would be able to recover from the descent. He did look like he remained in controlled flight but was very nose low. The next thing I observed was a loud crash noise at which time I believe the engine stopped, I then observed an explosion of aircraft parts (but no fire or flames) across the Jeep's windshield from left to center, a single tire also bounced from the debris and landed about 20 feet in front of my Jeep. The main debris field landed about 150 feet in front of the Jeep. I immediately drove over to the crash and parked about 50 feet away. I got out of the Jeep and looked for Joe and any possible fire, and saw neither. I then started to call 911 (phone shows 11:12) but as I was doing this I saw a small portion of wreckage move, I then put my phone back down and ran over to that spot and after pulling back some wreckage saw Joe laying on his back with some Blood around his teeth and he was moving his arms slowly and moaning. I then leaned over and unbuckled the seat belt (he was laying prone with his head I believe pointing North East and his feet somewhat straight under some more wreckage, his body was still tangled in the shoulder strap). Due to the possibility of fire I decided to grab both his arms and immediately started pulling him out of the wreckage. I pulled him maybe 2 feet then (I believe) Susan Miller came running up to help me. I had to untangle him from the remaining safety belts and we pulled him maybe 6 feet away from the wreckage. While Susan and several more folks ran up to help I made another look around the wreckage for signs of a possible fire. One of the individuals was on his phone and I asked him if he had called 911 and he said yes. The aircraft engine was steaming or slightly smoking (wet grass on the cylinders?) but did not appear to be ready to catch on fire. I

checked and did not smell any fuel immediately around where Joe and the engine was. A portion of the disintegrated gas tank was right next to Joe (top of the fiberglass fuel tank). I then received a call back from 911 on my phone as I guess my original call had actually got through, I then confirmed with them that they had already received a 911 call which they did. I then went back and helped the other folks with Joe until some EMS personnel arrived.

My estimations on what happened.

I believe that when the Engine sputtered Joe believed that he was close to running out of gas, or maybe the engine was having a problem. Either way I believe the engine continued to run throughout this accident but Joe decided for some reason he needed to get back on the ground immediately. What I believe Joe was doing was making an emergency turn back to the airfield for an immediate landing. During the following hard turn the plane entered a descent Joe was no able to recover from. It would be interesting to see what the CG of this plane was, after reading up on KR2's, especially planes with the fuselage fuel tank (as Joe's plane had) as the fuel burns off the CG moves aft making most planes become less stable in pitch?

Attached are all the pictures I took both from my iPhone and my iPad on 30 June and 2 pictures on 1 July. While not obvious on 30 June and I believe image 0494 taken on 1 July shows what happened to the remaining fuel in Joe's fuel tank. The Fuel tank along with most all of the airplane disintegrated during the crash into likely thousands of small pieces and the fuel tank I believe disintegrated over the road with most of the remaining fuel hitting the ground in the ditch between the road and the runway threshold which after a day has killed the grass as that spot (Brown dead grass swath in the picture). This put the most if not all of the remaining fuel some 50 to 60 feet away from where Joe and the main part of the plane stopped.