

William A Wood, Jr.
Accident Report
5-8-2017

My student, Jason Smith, and I taxied our aircraft out of the General Aviation ramp at approximately 1:30 pm on Monday 5/8/2017. We were in a C172 taxiing on taxiway "A" northbound to the run up area for runway 20. We were about 200 yards from the run up and I noticed the accident airplane taxi out of the run up area for takeoff on runway 20. I looked down in our cockpit momentarily and when I looked up towards the taxiway I saw the accident airplane impact nose first into the grass area between alpha and runway 20. It was slightly banked to the left when it impacted and spun to the left (?) in the grass area and came to a complete stop facing southwest.

This all happened in a matter of seconds. I radioed operations over the frequency reporting a downed airplane.

By then we were about 100 yards from the airplane and appeared to be the only plane or people around. I rushed our taxi towards the accident site and stopped our aircraft near it on taxiway alpha. We shut our aircraft down. I got out and ran towards the accident. The pilot was already out and clear of the wreckage. I asked if there was anybody else in the aircraft and the pilot said, "No". The plane appeared empty.

I then payed attention to the injured pilot. He definitely needed medical attention. By then some gentlemen appeared out of an adjacent hanger and asked if they should call 911 and I said, "Yes".

I asked the pilots name, and he said his name was Frank. He was bleeding quite a bit and I was worried about shock. I told him to stay put until medical help arrived. He put his sweater over his head wound which was a severe laceration on the right side of his head. He also had a laceration on his left hand.

I asked for a chair from one of the gentlemen so he could sit in case he passed out. He sat down and said, "I had a control problem right after takeoff like the controls locked up". He said this a couple of times.

When the ambulance arrived a short time later I explained to the medical personnel that the pilot had a severe laceration to the right side of his head. I then got out of everyone's way, but stayed by our plane and moved it out of the way and got permission from operation to taxi back to our tie down. Lapsed time approximately 40 minutes.

May 8, 2017

This statement is to inform all whom are concerned that I, Jason E. Smith was a witness to the airplane accident that occurred at the Coeur D'Alene Airport on May 8, 2017. With me was my flight instructor William Wood, we were going out for instrument instruction. I was on taxiway Alpha northbound, taxiing to the run-up area for runway 20. I had just listened to AWOS and the winds were reported as calm. When I was about a quarter of the way from the public parking ramp and the run-up area I heard the pilot (that was involved in the accident report) say that he was departing runway 20. I was in the process of doing taxi checks when I looked up and saw his aircraft departing. When the aircraft was about 25 feet in the air I could see that the plane was veering to the left with the left wing very low. Due to his unusual attitude I realized that there was a problem, as I continued to watch within seconds the plane did a kind of cartwheel and impacted the ground nose first on a strip of grass that was between runway 20 and the taxiway I was on. At this point we were about 500 feet from where the plane impacted the ground. When the plane hit the ground, it looked as if it hit the ground nearly head on and then continued to cartwheel striking the right wing on the ground as the tail continued to spin around parallel to the ground, finally coming to rest on its wheels.

By the time my instructor and I taxied closer to the wreckage we could see that the pilot had climbed from the plane and was walking away from it. My instructor told me to monitor the radios and he jumped out to offer his assistance to the pilot. At that point I was unable to hear what was said and could only see that the pilot needed medical attention.