

RE: NTSB WPR19FA150
N1888D Aircraft Accident at Sunrise Airpark (ID40)
Accident date: May 19, 2019

Eyewitness Account

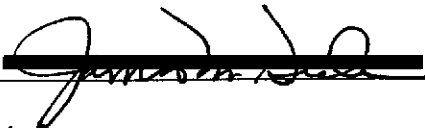
Location of Eyewitness: Mid airport on south west side of runway.

2 flight events both occurred approximately at 1500 MDT plus 10 or minus 20 minutes:

1: Takeoff Runway 30 , acceleration appeared slow. Nose higher than normal, aircraft drifted to left, recovered, gear retracted and accelerated normally. Extended out on runway heading, left turn to downwind, performed a right aileron/barrel roll successfully in the downwind. Continued on downwind, crossed over the runway and climbed out over the 500' "canyon" wall with adequate ground clearance. Stayed below the cloud ceiling and disappeared from view. After approximately 15 minutes, aircraft appeared coming from the north at normal pattern altitude, entered the downwind and landed normally on Runway 30.

2: Aircraft back taxied to Runway 30 and commenced a takeoff roll. Aircraft accelerated, lifted off, nose remained low to accelerate, gear retracted, remained at approximately 50' to further increase speed. Nose pulled up to perform a right aileron/barrel roll at the end of the runway, all appeared to be as before. Aircraft rotated through approximately 135 degrees then the roll rate ceased, aircraft nosed in behind a tree line at approx. 45 degree angle from vertical as observed from my location. Impact was not witnessed. Sound (engine) continued after apparent impact followed by the sound of impact....realized that I was hearing the sound reflected off of the canyon wall from across the river. Engine sounded to be at normal RPM. There was no explosion/fireball, just a light gray smoke from the far side of the tree line. Called 911 at 1509 MDT per my phone record.

Witness:


James Huber


Melba, ID 83641


5/31/2019

(Witness qualifications upon request)