



Joshua D. Cawthra
Senior Aviation Accident Investigator
Aviation Safety - Western Pacific Region

Date: September 27, 2021

Subject: WPR21FA353

Contact: Chris Eisele - Witness

Mr. Eisele reported that around dusk, while standing in his back yard, he observed the accident airplane landing on runway 8. Mr. Eisele stated that the airplane appeared to flare high and floated a long way down the runway. Mr. Eisele further stated that the left wing "stalled" and the airplane "hit the runway" followed by the increase in engine power. Mr. Eisele said that the left wing stalled again, and the airplane impacted trees in a nose high attitude. Mr. Eisele stated that at the time of the accident, the wind was calm.



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Contact: Mike Nash - Witness

Mr. Nash reported that he was standing about 50 to 100 ft south of the runway, abeam where the accident airplane came to rest. He stated that he saw the airplane on downwind, base, and on final to the runway, and that it appeared to touch down/landed long, and once on the ground, the airplane "waggled." Mr. Nash stated that the engine powered up as the airplane exited the left side of the runway. Shortly after, he observed the left wing drag on the ground followed by an impact with trees and subsequent explosion. Mr. Nash recalled that at the time of the accident, the wind was calm.

Cawthra Joshua

From: Mike Nash [REDACTED]
Sent: Thursday, September 10, 2020 1:05 PM
To: Cawthra Joshua
Cc: Michael Nash
Subject: Re: WPR21FA353 -

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I was standing in a field about 75-100' south of the runway, directly across from the impact site (north of the runway at the tree line). The sun had set and it was starting to become dark, but it was still light enough to see the whole length of the runway as well as the fields on either side. There wasn't any appreciable wind and there was a slight temperature inversion, as is normal in the evening at this airstrip. At 7:22PM I saw the bonanza enter the left downwind from East to West. As they turned base then final, it appeared they were slightly high and slightly fast. The aircraft floated down the runway to a hard touchdown. At the time, I can't remember them being in a forward side slip, but the garage security video and skid marks on the runway suggest they were. Upon touching down, I saw the airplane wobble a bit and then depart the runway to the North. At this time, I heard the airplane power up and attempt a go around. The airplane accelerated through the field in a nose high attitude, doing what I describe as a duck waddle. The power remained on as the left wingtip dug across the ground about halfway through the go around attempt. I watched as the aircraft continued through the field and headed for the trees. I couldn't believe what I was seeing and cannot recall if the power was ever cut or if it remained on through the crash sequence. The bonanza impacted the trees and caught fire. Seeing this, I sprinted to the nearest fire extinguisher (located in the hangar behind me) and raced to the scene in my pickup. I arrived approximately 45-60 seconds after impact. Once there, I saw a young man wandering around in front of the plane screaming "what do I do!?" He was distraught and in a state of shock, however he didn't appear to be severely injured other than some singed hair and general dishevelment. I asked him who was in the plane and he said "my mom, my dad, and my doggie". I told him to get away from the plane and go to the field above the accident site. I went to the front of the plane and looked and listened for any sign of life inside. I saw and heard nothing behind the curtain of flames. My fire extinguisher was useless against the blaze. I firmly believe that the two occupants and the dog were no longer alive by the time I arrived. I went back up to the field where the young man was and saw a neighbor arriving in a pickup. The young man from the plane was loaded in the truck and rushed to the hospital. As they left, I dialed 911. This phone call occurred at 7:26PM. The fire department arrived 10-15 minutes later and extinguished the burning wreckage.

If there is anything else I can help with please let me know. I appreciated talking with you and I am keeping your insurance company owning the airplane logic. It's pure gold and might save someone's life.