

June 12, 2023

McCall, ID

Guessing time was 9:50 AM

One of our pilots, Mike Dorris, was landing on runway 34 right after they (N3138C) took off and flight aware shows him landing at 9:53 AM.

I was standing outside of our hangar, "Sawtooth Flying Service", on the Eastern side of the airport, talking with some people and noticed the aircraft N3138C flying above the runway, northbound. It had just come into view because there are hangars located between us and the southern end of the runway. I watched for a few seconds and asked if it was landing or taking off. Expecting it to descend to land or climb if taking off but the aircraft remained at the same altitude above the runway. The nose pitch attitude got a little higher but the aircraft didn't seem to have the power to climb. I wondered if they had the throttle back a little and were just doing a low fly by because that's what it looked like. As they continued down the runway with no altitude change, there came a point where I realized they were not going to abort and land and they were going to keep going, even though they were already in trouble at that point. They continued off the end of 16 and made it over the hill. We watched through the trees and one of the people standing with me said they barely saw him through the trees. We continued watching, listening, and waiting for him to fly away or come back around over the airport but we didn't see them again. I hopped in the truck and went to the McCall Airport Manager's office and asked if they had heard anything on the radio. Then we all heard Jen from McCall Aviation on the radio telling Mike Dorris that they had called 911.

[REDACTED]

Katie Dorris

[REDACTED]

AT APPROXIMATELY 9:55 ON
JUNE 12-2023 I WAS PILOTING
A CESSNA 206 N 206HH & CROSSED
OVER MCALL AIRPORT FROM EAST
TO WEST ENTERED DOWN WIND FOR
~~REAR~~ R.W. 34 & OBSERVED A
CESSNA 182RG DEPARTING AREA
OF MY ARRIVAL. UPON FINAL
I OBSERVED THE 182 WITH A
UNUSUALLY LONG TO ROLL BUT
GAINING SOME ALTITUDE
THEN ABOUT $\frac{3}{4}$ OF THE WAY
DOWN 34 THE AIRCRAFT NOSED
OVER LIKE HE MIGHT BE
BUZZING THE END OF 34
THEN HE REARED OFF
SOME IN THE CLEAR
~~SE~~ ZONE & I REALIZED
HE WAS NOT ABLE TO
CLIMB & WOULD NOT
CLEAR THE TREES ON
NORTH END OF CLEAR
ZONE. I EXITED 34
AT A2 & TRYED CALLING
911 & ALSO ANNOUNCING ON
RADIO A PLANE WAS DOWN
& APPROXIMATELY WHERE
MIKE DORRIS

[REDACTED]

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1320	DATE 06/14/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Craig Peterson McCall Fire Department First Responder to N3138C a CE-R182 and the accident aircraft.		NM11	KLH
SUBJECT Accident Aircraft N3138C CE-R182 S/N: 0239 First on scene			
DIGEST			
06/14/2023 1045, I spoke with Craig Peterson first responder to the accident aircraft. I asked him for the to tell me what he saw and did when he arrived at the aircraft. He said when he arrived on scene and the team started to extricate the pilot who was badly hurt and not conscious. (He used some technical words about the Condition of the pilot which I didn't understand, I assumed it was about breathing) He then stated as his team started cutting away the aircraft at the "A Pillar" sparks from the electrical system started flying all over the pilot and them which is when he reached for the key and "turned it" and "pulled out the key" and handed it to the Airport Manager. They then resumed cutting and again sparks started flying and again and that's when the commercial pilot from the McCall Smoke Jumpers Base stepped up and offered to shut the Battery Master off which he did, then the First Responders continued to extricate the pilot. Once removed they placed him on a back board then loaded him on the side by side and drove him to the Hospital. By the time Crag got back to the aircraft the passenger was standing outside the aircraft.			
I then explained to Craig how the key works and asked him again if he could remember how far he moved the Key, he said "he only turned the key one click and removed it from the ignition"			
CONCLUSION, ACTION TAKEN, OR REQUIRED 06/16/2023 (further thought)			
Pictures at the accident scene the day of the crash showed the ignition to be in the off position possibly indicating that the pilot may have switched the mag to the left mag only. My thought process here was that 2 weeks prior to the accident the pilot had issues with the magnetos and said when he switched to the left mag the engine died. What if it was an ignition switch or wiring issue and the mechanic did really fix the sqk.			
DATE 06/14/2023	TITLE FAA ASI/PAI/PMI	SIGNATURE 	

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1147	DATE 06/14/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Paden Hoover witness of N3138C a CE-R182 accident aircraft take-off & crash		NM11	KLH
Commercial pilot on the Twin Beaver for the McCall Smoke Jumpers Base			
			
SUBJECT Accident Aircraft N3138C CE-R182 S/N: 0239 eye witness			
DIGEST			
06/14/2023 1147, I spoke with Paden Hoover witness of the accident aircraft. He said he was putting one of the Twin Beavers away when an aircraft started its take-off roll. I asked him to tell me what he saw as that Morning and what his opinion was. He said an aircraft started down runway 034 when he heard that the engine didn't to be making power like it should have for take-off. He said he was thinking, add power, add power As the aircraft appeared to still be intent on taking off. He said he thought to himself, pour the beans to it, then he did notice the aircraft had the flaps set for take-off as the aircraft rotated but it wasn't climbing. He thought again....climb, climb, climb but it didn't look like it was going to clear the tress at the north end of the runway. Just as it looked like the aircraft was struggling to clear the trees it looked like they were getting slow and the pilot pushed the nose over to prevent a stall when it clipped a tree and the aircraft seemed to pop-up some then It settled down again hit another tree, rolled over and disappeared. He started running over to the aircraft after yelling at someone to call 911. He reached the aircraft at the same time as the first responders. They had started Cutting the aircraft with the chop-saw when the aircraft started sparking as they were trying to get pilot and pax out when one of the fire fighters turned the key and removed it from the ignition. He then turned around and tossed the keys to the airport manager. This did not stop the sparks and Paden offered to shut the battery master off which he did. He also noticed the fuel selector was pointing to the "Both" position then moved away from the aircraft. He also stated the landing gear was down the entire flight.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/14/2023	TITLE FAA ASI/PAI/PMI	SIGNATURE 	

From: [Blocher Kristyn](#)
To: [Gutierrez Eric](#)
Subject: FW: Statement from Joy Miller, witness N3138C
Date: Thursday, June 15, 2023 3:18:04 PM

From: Emily Hart [REDACTED]
Sent: Thursday, June 15, 2023 3:10 PM
To: Blocher Kristyn [REDACTED]
Subject: Statement from Joy Miller, witness N3138C

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Kristyn,

Nice to meet you yesterday. One more statement to share:

Joy Smith resides at [REDACTED] and she is a pilot and hangar owner at McCall Municipal Airport, and a witness to Monday morning's aircraft incident.

"I was in the house, looked out window because an airplane caught my eye, and here was a northbound at a lower altitude than I have ever seen in that field, a Cessna, I went running out the door, the engine was not developing too much power, but it sounded smooth, very low power, no coughing or sputtering, I'm thinking 'add power guy'. Then it quickly disappeared into trees, then I heard crashing into trees. I was surprised how little noise, aluminum crunching into trees, I expected it to be noisier...."

Regards,
Emily

Emily Hart | McCall Airport Manager
336 Deinhard Lane Hangar 100 | McCall | ID 83638
Direct: [REDACTED]

Stibnite St E

Stibnite St E

The Mill

Thula St

Placid St

Disc Golf Course
Nature Area

Frisbee Golf Course



Thula St

Holiday Inn
Suites M

Greenway
ing Path



Deinhard Ln

Deinhard Ln

Thula St