

The following is my witness statement regarding the aircraft incident involving a Cessna 310, N86H on November 13, 2023.

At approximately 0900 local time I was waiting (facing South) on the East end of the 02 bypass road just clear of the 02 run-up area for a plane (N86H) that was on short final for landing on runway 02. As the aircraft crossed over the South end of the bypass road it appeared to pitch up and then rolled to its left with the left wing striking the Western side of the bypass road and then cartwheeling to a stop in the grassy area west of the bypass road. The aircraft appeared to me to have a relatively slow approach speed just before reaching the bypass road, possibly 50-55 kts.

At the time the weather was light rain, light winds from the Northeast and a visual estimation of 2000-3000 foot ceiling and maybe 5sm visibility.

As the aircraft came to a stop I rushed around the remainder of the bypass road and called over the airport frequency to have one of the ops specialist respond to the approach end of 02 with the ARFF truck. I was the first on scene to the incident and the door to the cockpit was sprung open from the crash. The pilot had ended up in the back seat on his right side. His legs were stuck between the front seats with his feet held up under the seat belt of the left front seat. I turned off all of the main power switches on the instrument panel via the metal bars that turned off multiple switches as once. I did not close or otherwise manipulate the throttle levers from their full forward position since the engines were no longer attached to the aircraft. The pilot was conscious and kept trying to sit up, though I encouraged him to not try and move and advised that help was on its way. The pilot continued to try and free his legs so I moved the seat belt that was restricting his feet so he could get to a more comfortable position. At this point Phil Cummings and Gaston Patterson were on scene, and the ARFF truck was pulling up on taxi lane DD from taxiway Delta. I directed the ARFF truck to stage from the South/Southwest of the aircraft. With the ARFF truck staged I deployed the bumper hand line as a precaution. At 910L I issued a closure NOTAM for 2/20 and advised Spokane Approach that the runway was closed until further notice. By this time, Northern Lakes Fire Department vehicles approached the scene through the manual gate South of Advance Avionics. I checked in with Phil before leaving the scene to start deploying the lighted X's on 2/20 and after one was placed on the 02 end I call the ROC (9:27L).

By 0946L I was back on scene after placing the second X on 20 and received a call back from Bart, with Todd Pryor and Scott Johnson on the line, the ambulance had just left the scene with the pilot after being extracted. Around 10:00L myself, Phil, Jesse Linch, and Dan Dehnert conducted a runway inspection of runway 02, Gaston and Luke Stone secured the crash site. After runway inspection we waited at the scene for Todd Pryor to show up.

Joshua Cawthra

From: Pryor, Todd (FAA) [REDACTED]
Sent: Monday, November 13, 2023 3:00 PM
To: Scott Johnson
Subject: FW: N86H Accident Statement Cole Miller

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From: Cole Mitchell [REDACTED]
Sent: Monday, November 13, 2023 1:50 PM
To: Pryor, Todd (FAA) [REDACTED]
Subject: N86H Accident

At approximately 9:00 AM on 11/13/2023 I was standing outside on our ramp (Coeur d'Alene Aviation and Maintenance) talking with Joe and happened to look up and see a Cessna 310 on final for runway 2. I thought it was odd considering the poor weather this morning. I continued to watch the airplane as it briefly disappeared behind a hangar as it was on short final. Within seconds of the airplane reappearing from behind the hangar I saw the left wing drop and heard what I believed to be an increase in power at the same time. The airplane ultimately entered a left hand spin and impacted the ground in a nose down, left wing down attitude, and cartwheeled. After realizing what had just happened I called 911.

Cole Bender
[REDACTED]

Joshua Cawthra

From: Pryor, Todd (FAA) [REDACTED]
Sent: Monday, November 13, 2023 3:01 PM
To: Scott Johnson
Subject: FW: KCOE Aircraft Accident 11-13-2023

[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.

From: Gaston Patterson [REDACTED]
Sent: Monday, November 13, 2023 12:48 PM
To: Pryor, Todd (FAA) [REDACTED]
Subject: KCOE Aircraft Accident 11-13-2023

At approximately 9:05AM I was travelling south bound on Taxiway Delta near the Delta 3 connector. I witnessed a twin engine aircraft on short final for Runway 2. As soon as I made visual contact with the aircraft I witnessed the nose slightly rise and the aircraft made a sharp left turn which looked to be induced by a stall. The aircraft seemed to be travelling at a slow airspeed. The aircraft then disappeared behind the airport office and a large debris and dirt cloud came up from behind the building from ground contact. I immediately made a radio call to all ARFF personnel that we had an alert 3 accident and for all personnel to respond. As I was responding southbound on Delta no fire or smoke cloud was observed. Upon arrival to the scene I witnessed a substantially damaged Cessna 310 aircraft at rest on the ground in a nose high attitude. One of my Ops/ARFF personnel Anthony Link was already on scene and on the wing of the aircraft talking to the sole occupant who was conscious, alert, and breathing. The sole occupant was found in the rear left seat of the aircraft on his side. The only external injuries observed were severe lacerations on the face. I spoke with the occupant to keep him alert and talking and the occupant said twice "the throttle stuck, the throttle stuck". I assured him that everything was going to be ok and we were stabilizing the aircraft so we could get him out. The aircraft wreckage was unstable and wanting to fall on its nose. I then dispatched one of our personnel to respond with a reach fork style forklift to stabilize the front of the aircraft so emergency personnel could access the occupant. Once the aircraft was stabilized Northern Lakes Fire crews began extrication and cut and folded the right rear of the aircraft cabin to remove the occupant. Once removed the occupant was transported to the hospital. With the scene secure airport staff waited for FAA personnel to arrive and start their investigation. Airport ARFF personnel waited on standby with the ARFF truck charged in case there was a flash fire due to the unknown amount of 100LL Avgas on board the aircraft. Todd Pryor with the FAA arrived and assumed control of the investigation.

Responding Agencies:

Coeur d'Alene Airport Aircraft Rescue and Firefighting
Northern Lakes Fire District
Kootenai County Sheriff's Office

Thank you,



Gaston Patterson

Airport Director
Coeur D'Alene Airport
10375 Sensor Avenue
Hayden, ID 83835

