

To whom it may concern,

My name is [REDACTED]. I am an A&P/IA Mechanic and a Fixed Wing Private Pilot. [REDACTED]
[REDACTED]
[REDACTED]

On the morning of September 17th 2025, I was working on a different aircraft in the hangar at the west end of the taxiway that crosses Runway 1/19 midfield at U56 Rigby Airport. This hangar's address is [REDACTED] Rigby, ID 83442. I had the hangar door open to push that aircraft back into the hangar after I ran it up. At around 11:30am I witnessed N8047F turn off of the runway onto the taxiway and taxi back for another takeoff from Runway 1. I noticed that it had landed with 40° full flaps and assumed that the occupants had just practiced a short field or soft field landing. Shortly thereafter I heard the plane increase power and begin taking off. I was in the hangar at that time and first saw N8047F when it was about 200 feet south of the taxiway intersection. It was at this time that I noticed that it still had full flaps down. This caught my attention enough that I started walking to the threshold of the hangar to watch the plane finish taking off. Shortly after N8047F crossed the taxiway intersection, it lifted off. About a hundred feet into its flight, the wings staggered a little bit. It remained in ground effect for a few hundred more feet and then started a slow climb as it got closer to the end of the runway. I returned to my work at this time. Shortly after that the power went out then flickered on then off again in the hangar. My mind turned to N8047F and I stepped back out of the open hangar door and looked to the north. I didn't see anything off the end of the runway and couldn't hear if N8047F was in the pattern over the sound of an Air Tractor spray plane landing on Runway 1. I returned to my work and was later informed that N8047F had made contact with the power lines north of the runway.

[REDACTED] 9/26/2025