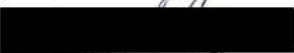


Tristan Colby witness statement:

On the evening of Sunday the 14th of July the pilot serviced the airplane with full fuel in the right wing and the left wing still had a decent amount of fuel and this was visually confirmed by removing the fuel cap and looking into the tank, he then preflighted the airplane (this included sumping the fuel) and took off to get a couple of take off and landings, after that he took on 40gallons of water and made several successful spray passes, he then landed and took on 80 gallons the pilot made a couple of spray passes along the runway from west to east and vice versa. Shortly after 7pm local time on the pass before the accident the pilot made a pass from west to east and pulled out of the pass in an easterly heading, he made a left hand 270 and came back within sight after my view was obscured from the trees. He straightened the wings for a few seconds and then entered into another left turn to the east, the airplane continued this left turn as the bank angle increased all the way to the ground. I heard the airplanes engine speed rapidly increasing as it descended all the way until the sound of impact. The airplane descended into the field in a left wing down dive until the impact was heard.

The accident pilot also mentioned to another Cessna Ag pilot that he was getting the airplane down to 60 in a turn, this the bottom of the white airspeed Arc and considerably lower than the end of the green Arc. I am also a Part 137 endorsed commercial Agricultural Pilot that operates a Cessna 188 and I myself have observed the accident airplane and other Cessna 188's in successful ag ops and the accident airplane appeared to be substantially slower after leveling off from the pull out of the last simulated spray pass that ultimately lead up the descending left turn towards the impact/accident location.

 July 16, 2019

TRISTAN Colby 7-16-19

Russell R. Guse Witness statement,

On Sunday July 14 2019, I arrived at the Wheeler airport to watch the accident pilot flying the plane that I use for ag application. The weather in my opinion was very good for getting acquainted with a different aircraft. It was around the 7:00 pm time of the day when thermal activity is reduced and the air is smooth, there was little to no wind in my recollection, and the temperature was very comfortable. When I arrived, the plane was already making empty simulated passes down the runway. When he landed, he took on 40 gallons of water to simulate spraying. I talked to him while he was in the cockpit, and asked how it felt, and if he had any questions. He responded that the plane felt fine, and that he didn't have any questions. He made a few practice passes spraying water on the runway. I noted that he seemed to be slightly aggressive in the turns. After landing, he said he was ready to take an 80 gallon load, in my experience with the accident aircraft, this was still a very light load. I did warn the pilot that he "would feel this load" and mentioned to him that I never turn that aircraft below 80mph indicated during ag operations. He mentioned something about turning at 60mph indicated and I again stressed my own comfort level being never below 80 mph indicated. He departed and made 3 more practice passes, removing in my calculations approximately 20 gallons of load. His final pass headed east, for reasons unknown to me, he made a very steep field exit, and held the plane in a nose up attitude for entirely too long as all obstacles were cleared. This resulted in the aircraft losing more energy than it should have. This situation was compounded by the pilot entering a left 270 turn. After rolling wings level I heard the airplane making max power. And I assumed he had startled himself and was beginning to recover by lowering the nose, then once again for reasons that I can not explain, he began pulling up before the plane was able to get energy back. After flying wings level in a extremely slow climb, the pilot simply asked for the plane to fly beyond its energy state by snapping into a 60+ degree left bank. He was holding it in that bank all the way to impact. The airplane never indicated that it was not responding to every one of the pilots inputs, as I was close enough to see the control surfaces during the final turn, before loosing sight as he dipped below the trees. After hearing the impact I immediately, along with two other pilots rushed to the crash scene. While running to the crash site, it should be noted that the sound of the stall warning horn permeated though the head height corn and helped guide me to the plane. While one pilot attended to the fire that had started on what was left of the engine compartment, I opened the cockpit to see if the pilot was alive. After establishing that he was indeed alive I shut off the mags, master, and attempted to reach the fuel shut off, but couldn't as the pilot was in the way, I instead pulled the mixture from full rich to full lean. I noted to myself that the prop and throttle were also in the "full forward" position at the time of impact. The first responders arrived shortly thereafter, and took control of the situation.

Sincerely,


Russell R. Guse