

PIERCE COUNTY SHERIFF'S DEPARTMENT STATEMENT FORM

CURRENT DATE: 9-6-FULL NAME: Jennifer M. EisDATE OF BIRTH: [REDACTED]ADDRESS: [REDACTED], Hager City, WI.PHONE NUMBER: [REDACTED] (c) ✓54014~~My phone is [REDACTED]~~

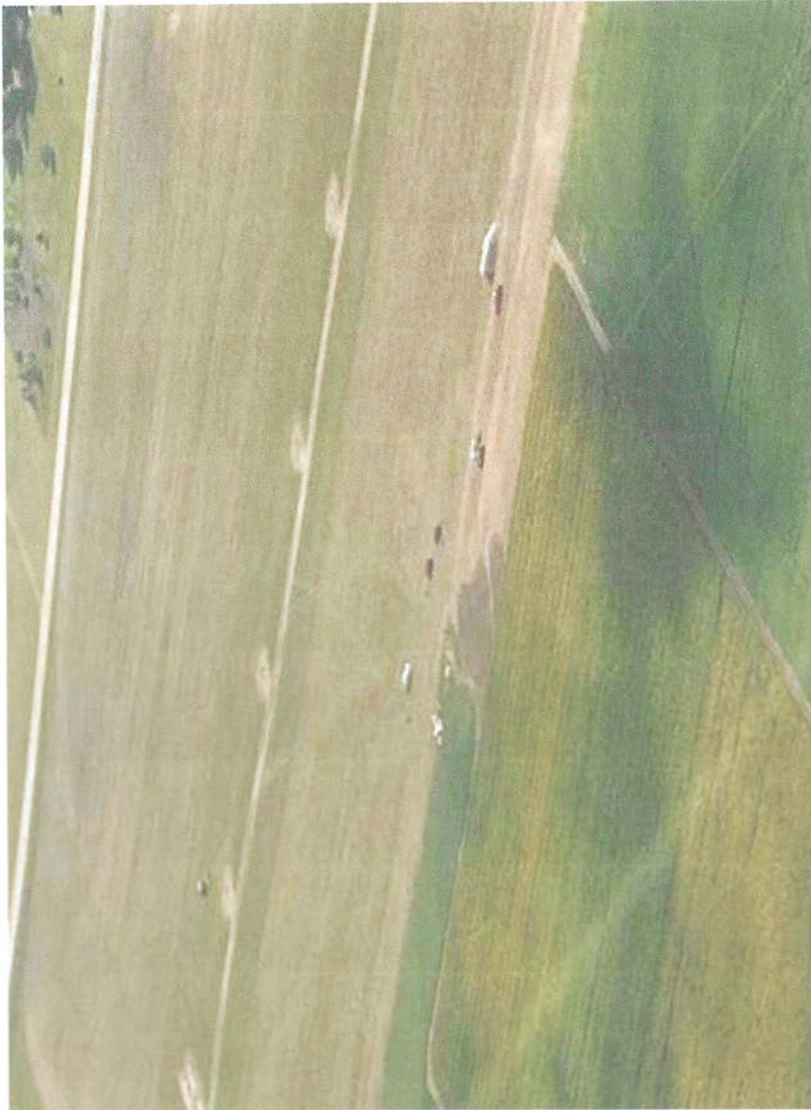
My roommate (Bruce) + I were sitting on our back patio talking when we heard a crash sound, looked out in the field + saw a big puff of smoke right afterwards. He told me to call 911 but I said my service hasn't been working so he called 911 on his phone. I told him I was going on my scooter to see if I could find it. When I got to the dirt road by the green building, I saw a man starting to walk in the grass by the road. I asked him if he heard the crash sound or saw the smoke. He said his wife did + was in her car driving around looking for it. I said I'll look too + asked how sandy it was. He said it was very sandy. So I said I'll try to stay on the grassy parts. As I got closer to the crash + seen how bad it was, I looked around to see if anyone else was around. I saw a man in a golf cart + waved him over. I said I don't want to look. He looked, came back + said it doesn't look good. I called 911 + talked to a lady shortly. I told her I saw 2 trucks heading our way about the crash, ~~then~~ I saw 2 trucks heading our way, told her that + she told me the ambulance was on the way. ~~[REDACTED]~~

From: [Thurston, Gregory J \(FAA\)](#)
To: [Hicks Ralph](#)
Subject: RE: N11HC 9/6/2022
Date: Wednesday, September 7, 2022 7:19:37 AM
Attachments: [image005.png](#)

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From: Mark McClure <[REDACTED]>
Sent: Tuesday, September 6, 2022 4:08 PM
To: Thurston, Gregory J (FAA) <[REDACTED]>
Subject: Re: N11HC 9/6/2022





Hi Greg, here is my statement:

I was at the Red Wing airport (RGK) working on my plane when approximately 1315-1330 I watched a Glasair do a couple touch and go's. I noted that the landing speed seemed very fast, maybe 80 or 90 knots from where I was watching. Shortly thereafter I started my plane and taxied for takeoff on runway 9. I waited while the Glasair did another touch and go and thought it was odd that he announced that he was on an upwind leg for runway 9 shortly after he lifted off. I announced my takeoff on runway 9 and mentioned that I would be orbiting the airport at 2500 feet. The Glasair pilot acknowledged this and announced his crosswind leg. He then proceeded to announce downwind and base for runway 9 as I was still climbing. I was glancing around looking for him and didn't see him anywhere which seemed odd. I thought I would see him on the runway but assumed he had left the area. I never heard another transmission from him. I orbited the airport for about 10 to 15 minutes when I noticed a couple cars and a white airplane the the field approximately 1/4 mile west northwest of the runway 9 threshold. I was shocked and sure it was the Glasair. I overflew and could tell that there were no slide marks and the way the plane was bent it looked like a classic stall/spin accident. I managed to take a couple pictures from 1500 feet (attached). Melissa Cushing was driving to the airport and witnessed the airplane fly over her very low on base leg then banked sharply left and pointed nose down.

Contact me with any questions.

Mark McClure
[REDACTED]

On Tue, Sep 6, 2022 at 2:50 PM Thurston, Gregory J (FAA) <[REDACTED]>
wrote:

Mark,
Here is my contact information. Thanks for the help.

Greg Thurston
Aviation Safety Inspector
Minneapolis Flight Standards District Office
[REDACTED]

