

On the morning 6-24-2023, I was finishing up a helicopter lesson while the airplane that crashed was firing up at the fuel Island, My instructor and I proceeded to shut down the helicopter, put it in its hanger, getting my logbook signed, etc. I then walked to my own hanger where my son was finishing up a preflight for the lesson I was about to give him. I did a walk around, opened our hanger door and pulled the airplane out of the hanger. After closing the door we climbed into the airplane and started it up. As we started our taxi to A2 the crash aiplane called on the radio that he was starting his back taxi on 35(I found it odd he was still on the ground and at the start of runway 17). My student I held short on A2 briefing our intentions for our lesson waiting on the crash airplane to take off. I remember making the comment as the airplane was starting a turn to the right (NE) that he wasn't climbing very well and was still pretty low (50-100Ft AGL). Once the crash airplane was airborne and past A2 intersection we started our back taxi on 35, about halfway down our taxi, the Pilot radioed that he was coming back to the airport needing to land on Runway 35 I radioed back told him that we would get off the Runway as soon as we could. We sped up our taxi a bit and then about the one thousand foot markers he comes back on the radio stating that he had an engine issue and needed Runway 35 as we are pulling into the deadhead at the threshold of runway 35 we see him to the Southwest starting a left-hand turn proceeding directly into the ground(I would guess he was less than 100 ft AGL and impacted the ground at a 30 deg pitch down) I then called 911 instructed my student to taxi back to the hanger and I started running from the threshold of Runway 35 to the crash site, relieved when I saw he was out of his plane walking around.

Please note, I only include much of the detail to lay out the timeline that the airplane was running while on the ground and approximate time he was in the air. For the length of time I saw him in the air immediately before impact could have only been 3-5 Seconds

Witness statement provided by FAA to NTSB from Myles Vulgamore

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