

Elliott Simpson  
Senior Aviation Accident Investigator  
AS-WPR

**Subject:** WPR22FA169

**Contact:** Randy A Harris

In an email sent to the NTSB, and dated April 30, 2022, Mr Harris stated:

"This morning around 8:00am I witnessed audibly and visually an airplane crash.

I live close to the crash site. My address is [REDACTED].

What alerted me to something amiss was an unusually close "wind noise" similar to what you hear as an airliner lands. High winds going around landing gear and flaps & air breaks.

I took note that it seemed unusually close Moments later I heard a loud noise. Similar to an explosion but w/o repercussion. I had a house obstructing the view where the noise came from so I sprinted to a position to get visibility of where the sound came from. After the sound, the wind noise was absent so I immediately suspected a crash.

As I got visibility freed from the house, I saw a large rectangular piece of metal fluttering down out of the sky. I would estimate the altitude to be around 300 feet when I saw it. It appeared to land on the road. I jumped into my daughters car and went down the road. I took photos of the wing on the highway. I saw the plane off the road 500 yards or so north west of the wing. Also noted a piece of the plane, likely a spar in the driveway. It is visible in the last picture to the right of the mail box."











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**Contact:** Dan Scalsky, John McCrorie, Ed Jones

Mr Scalsky, Mr McCrorie, and Mr Clark were pilot acquaintances with the accident pilot, Mr Angle. Mr Jones was a friend but not a pilot.

On the day of the accident, Mr Angle planned to fly to Eureka Airport (88M) for breakfast as a flight of three with Mr Scalsky and Mr McCrorie. The group departed Kalispell City Airport (S27) about 0759, with the accident airplane last in trail. They stated that the takeoff was uneventful, with clear skies, good visibility, and no significant weather. They were flying faster airplanes, so needed to slow down to allow Mr Angle to catch up.

They did not see the accident airplane after takeoff but were tracking it on their ADS-B receivers until a few minutes later when the airplane disappeared.

Mr Angle had used a MIG welder to weld the airframe tube members, and was aware of the tradeoffs, so used thicker gauge tubing. He was generally risk-averse, but often joked after flights that, "the welds haven't failed!".

Mr Jones stated that he was aware that MIG welding had been used, he questioned Mr Angle on this practice, and was told that the increased wall thickness of the tubes allowed for the MIG welding, and that weight penalty was acceptable.