

Communication Summary

Date: 8/22/2014

Communication From: Jennifer Woloszyk



Summary & Factual Information:

Ms. Woloszyk was asked to give her recollections of the accident flight and any thoughts she felt were relevant to the investigation. She indicated that she was a volunteer at Oshkosh. She asked the owner of the Breezy for a ride. FAA and volunteer staff get priority for flights. She signed a waiver in reference to the flight. She recalls getting a safety brief on where to keep hands and feet placed and have no loose items. She did have headphones on. The airplane taxied down to the vintage area and took off from runway 18L/36R. The flight lasted about 10 minutes and it was a great flight. The airplane physically landed on runway 36L. It was a good landing. The airplane turned immediately to the right. The pilot pulled up and was able to land the plane for a second time, which was a good landing as well. The pilot pulled up and went in for another landing. The airplane turned right again. The airplane hit a taxiway light. She felt the lenses from the taxiway light hit her leg. She recalls seeing a truck and the airplane pull up. She thought the airplane was not going to clear the truck. She recalled the airplane hit the truck and felt being separated from the airplane. She recalled flying through the air and waking up on the ground. She could not move her left arm and remembered asking for help. She then remembered waking up in the ambulance.

Her question to me was: Is there any way to get these parked trucks moved? She said a Mooney previously hit similarly parked trucks in a prior accident at OSH.

When asked how she was told to sit, she replied: Keep feet on either side of seat, not to interfere with the control stick. She indicated the stick was marked, "Do not touch." She further said: Keep hands on lap.

The pilot did not explain the rudder pedals and she said that there were no rudder pedals in the rear seat area.

She did not see anything fall off the airplane and did not see anything break.

She recalled that crosswinds were present at OSH the day before the accident.

The pilot did not do preflight inspections between flights. He shut down the engine and the passenger would get off the airplane and the next would get on the airplane.

She did not recall an airplane in front of the Breezy during the landing.

She stated that the engine did not sputter or have any unusual sounds.

I can attest that the above summary and factual information was submitted on the above stated day, and is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator