

Communication Summary

Date: August 08, 2014 about 09:16

Communication From: Mr. Paul Reinke, In trailing airplane



Summary & Factual Information:

Mr. Reinke supplied the following statement based on his best recollection:

We were approaching runway 36R from the west via Fisk . Approaching runway 36R from the East were two planes flying south that appeared closely separated from each other. We were aligned with the East – West road and turned final when we were aligned with the runway. I thought we were a little shallow but well within margin. The controller was more concerned with the taildragger and the Breezy and I don't remember him giving us a touchdown spot. The taildragger and the Breezy appeared to be bunched up from my perspective. I was thinking that the taildragger should have flown further down the runway. We set down close to the numbers which seemed like the appropriate action given we were cleared. When the Breezy went into the grass I thought it was intentional and initially he was going straight north. Suddenly he turned East and impacted the parked vehicles. Time seemed to slow down at this point and a frustration developed that no one was coming to help. We were instructed to keep taxiing .

Although there were several other options for the Breezy , the contour of the grassy areas by runways 36L and 36R and the row of trucks seemed to have an impact on the outcome. A Mooney lost control recently and ran into vehicles. Exiting to the grass is sometimes expected or necessary because of differential braking at higher than taxi speeds and conditions for doing this could be improved.

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