

Communication Summary

Date: August 07, 2014 about 14:58

Communication From: Mr. Ross Wendell, In trailing airplane



Summary & Factual Information:

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

I was cleared to land and flying a left base to runway 36 right from FISKE. As I approached the airport, I saw two aircraft in front of me, a white or light colored high wing that was just turning from a right base to final for 36 right, and a second high aircraft, a Breezy, on right downwind. I turned final behind the Breezy. The controller was giving instructions to the high wing and the Breezy and it appeared to me he was concerned about spacing and the fact that I was a faster aircraft coming in behind them. The controller referred to me as a Mooney, which I did not pick up on right away, but my passenger did.

As I was just short of the numbers, I heard the controller tell the Breezy to "pick it up a bit" or words to that affect, and that a Mooney was behind him. At that point, just prior to my touching down on the numbers, the Breezy became airborne again and flew no more than 10 feet off the ground for a couple hundred feet. Once I was on the ground, I heard the controller tell the Breezy he could set it down. The Breezy landed again, and quickly veered to the left, but stayed on the runway. The Breezy then corrected his ground track and appeared to be back on the centerline for a short time before veering off the right side of the runway and onto the grass. He seemed to correct his course again and was able to travel straight ahead and in parallel with the runway but on the grass for a short time, but he then became airborne again. He left the ground and travelled nose high and right wing low towards the east where a row of military vehicles were parked. These vehicles were facing the airport and in a row paralleling the runway from north to south.

As the Breezy attempted to clear the military vehicles in a nose high attitude, it appeared that the tail of the aircraft hit a vehicle causing the aircraft to flip over. The aircraft became to rest on its back on top of the military vehicles. I was about 100 yards behind the Breezy at the time he impacted the vehicles. As we taxied by the Breezy I could see a small fire had started away from the aircraft to the north east approximately 20 feet or so. I did see the pilot hanging upside down in his harness still attached to the aircraft. I only saw his upper torso and legs. I did not see his head. I also did not see the passenger and was unaware there was one until later that day.

I did not see anything fall off the Breezy during the time it was flying or on the ground prior to it hitting the military vehicle. I saw no debris on the runway. I lost sight of the light colored high wing just prior to touching down.

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