



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: 7/24/15

Person Contacted: Mr. Kenneth Kaminski, Pilot
NTSB Accident Number: CEN15FA311

Narrative:

Departed Benton Harbor at 0730 EDT on a VFR flight. The waypoints were per the NOTAM. Flew VFR to Rippon for the Fisk Arrival for Runway 27. At Rippon some clown was chattering on the radio.

I was looking for other traffic and followed the railroad tracks. There was not much radio traffic.

ATC stated: "Malibu on downwind start your descent." I wasn't worried about being high. Dropped 150 feet on downwind. Turned abeam the numbers.

While I was turning downwind to base, a twin taxied onto the runway. He started taxiing and then ATC instructed me to land on the orange dot. "Why didn't I just go-around?"

Attempted to do that. We were set up perfectly to land on the green dot. I pulled power and the airplane stalled. Not really clear how we landed. Right wing down. Aircraft didn't respond. Hit ground pretty hard. Fireball. I didn't get knocked unconscious.

I was the only pilot in the airplane. One of my employees is a student pilot.

It was a tight downwind, tight patten, over taxiway, at 90 kts. Normally I'd fly it over the fence at 100 kts and 90 kts on the downwind.

West end of the field and started descent at 1,800 feet at 90 kts. Went to 1,600 ft or so on downwind. Abeam the numbers. Elevation, don't remember. Maintained 90 kts. On the middle of downwind told to turn abeam the numbers and land on green dot.

I turned abeam the numbers in a descent and at 90 kts. An airplane pulled out on the runway. I assumed he was going to sit still. He started rolling while I was on base. I assumed the controller saw the same thing and he told me to land on the orange dot. I never should have followed his instruction; I was in no position to land on the orange dot.

I was on base for sure – base turn to final – to land. I was already on base – “Keep it coming around. Land immediately.”

Not sure if it was slightly nose down, right wing down, kind of flat. Trying to do anything to keep it moving.

I've been flying in here for many, many years. The ATC controllers do an amazing job. I wish he would have said “go-around.”



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Central Region

Date: 7/28/15

Person Contacted: Mr. Kenneth Kaminski, Pilot
NTSB Accident Number: CEN15FA311

Narrative:

If we had 2-way communication... "Got him in sight, going around."

I beat myself up for not going around. But now I'm glad that I didn't because we'd have had a mid-air.



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Central Region

Date: 7/29/15

Person Contacted: Mr. Mike Marcom

NTSB Accident Number: CEN15FA311

Narrative:

I was at the intersection when the crash happened.

Saw the aircraft cleared for takeoff. Cessna in front of us.

Malibu had 60-degree angle of bank and really fast. It never leveled wings. He had plenty of time to divert or abort. Saw him on base for 27. At least 60-degree AOB and going really fast. Committed to runway and not trying to go-around. I couldn't tell if the flaps were down. He was still in a bank when it hit.

The Cessna was a C-172 probably. I do remember it on the taxiway. I did a 2nd run-up.

It was cleared for takeoff on radio. Controller told him to expedite. Controller told Cessna to expedite. Cessna didn't pull out on runway as Malibu was getting ready to land.

Too steep, too fast. Plenty of altitude to go-around.

Was there enough separation? Saw Malibu turning base onto final. Nose down. High bank. I didn't look back at Cessna. At the time I saw the Malibu, he had adequate time for go-around.

I didn't see any twin-engine airplane. No one was behind me at the time of the crash. I was monitoring 27. Really quiet. Not a lot of airplanes.

ATC. Right there on platform at hold short. Right there. Two gentlemen.

Cessna cleared for departure. May have called out his tail number. Saw aircraft taxi onto runway. It was cleared for takeoff. Get going. I would say – maybe 5 to 10 seconds from cleared for takeoff – expedite.

I can't figure out why he hit the ground. Too steep, too fast. Didn't have time to level out.

Honest: Time to abort the landing.



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Central Region

Date: 7/29/15

Person Contacted: Mr. Tony Clark

NTSB Accident Number: CEN15FA311

Narrative:

Spacing for takeoff was standard.

I didn't see an issue with the Malibu and separation with the takeoff aircraft.

100 – 150 ft. stalled. Aircraft went straight down to fireball.



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Central Region

Date: 7/29/15

Person Contacted: Mr. Adam Foshag
NTSB Accident Number: CEN15FA311

Narrative:

The airplane was definitely less than 500 ft on base, more like 100 – 200 ft agl.

The bank looked like 90-degree AOB. I could see the whole aircraft. More realistically it was about 60-degree AOB. Right wing stall.

Like 60-degree right wing down – broke off – hit nose hit bottom ½ of nose section. 45 to 50-degrees.

In VW. Started at A and B intersection to IFR hold. Twin was confused. He followed me and stopped at Taxiway E. Aircraft was south of terminal.

I didn't notice aircraft departures from A+B. Almost always an aircraft on runway during AirVenture. I didn't see one.



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: 8/20/15
Person Contacted: Mr. Kenneth Kaminski, Pilot
NTSB Accident Number: CEN15FA311

Narrative:

A normal pattern – a tighter pattern but can't say for sure. On the tighter side of the traffic pattern. No other aircraft on downwind.

Twin engine airplane?

When I was turning downwind to base it taxied onto the runway.

Big fishhook turn to final. Saw him taxi onto runway. On collision course. I was going to go around. ATC – land on orange dot. Pulled power out but in a steep turn. Usually 110 kts on base turn. At 90 kts – pulled power at higher AOB and pulled power – stalled.

Landing destination made, pulled power, stalled. It really stalled. I should have pitched it first and pulled power. Everything happening at same time – pulled power first.

Twin engine airplane: Was definitely on departure roll

Definitely saw twin engine on runway? Absolutely. Positively. "44Q. Scoot." ATC

Absolutely, positively saw twin engine taxi. Hit aircraft on green dot on collision course. Going to go-around. Same time controller said land on orange dot. Slip it to orange dot. Land west of orange dot.

Perfect spot for landing on green dot. Picture perfect for landing on green dot. I never flattened it out. I was always in a turn. Fish hook – not a straight base.

Changing from green and orange. Really screwed me up.

"Hearing departure traffic" would have helped.

I've flown to Oshkosh in experimental aircraft and Malibu.

90 kts is okay, but not at steep turn. 120/110/100 on final. Aircraft is most comfortable.

90 kts all the way through pattern. Aircraft was comfortable there. But it doesn't give margin for slips or steep turns.

There was no reason for that guy to go since it was such a slow day. I changed from green to orange.



NTSB RECORD OF CONVERSATION

Investigator name: Shaun Williams
Mode: Air Safety Investigator
Region: Alaska

Date: 22 July, 2015
Person Contacted: Wolfgang Polak
NTSB Accident Number: CEN15FA311

Narrative:

On July 22, 2015, about 0744 Central daylight time, a Piper PA-46, N4BP, impacted the runway at Wittman Regional Airport, Oshkosh, Wisconsin. Mr. Polak witnessed the accident.

Mr. Polak was about half way down runway 27 at a campground and was watching airplanes arrive for the airshow. He observed the accident airplane on a right downwind for runway 27. The airplane transitioned from the downwind leg to the final leg in a constant nose-low right turn that appeared tighter than normal. The airplane remained in this attitude until the right wing contacted the ground, separated and caught fire. He stated that throughout the descent, he did not notice any apparent pitch or bank changes. Due to his location, he was unable to discern engine noise.

The digest was reviewed with him/her during the phone call and he/she agreed with the content.