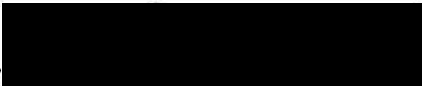


RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1:40 PM	DATE 07/24/2015
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION KENNETH J. KAMINSKI		ROUTING	
		SYMBOL	INITIALS
THEDA CLARK MEDICAL CENTER			
ROOM #643			
SUBJECT N4BP ACCIDENT			
DIGEST MR. KAMINSKI WAS INTERVIEWED AT THE THEDA CLARK MEDICAL CENTER BY INSPECTORS REXFORD WHITE AND TIMOTHY ANDERSON OF THE MILWAUKEE FLIGHT STANDARDS DISTRICT OFFICE. THE NARRATIVE OF THE ACCIDENT FLIGHT SEQUENCE THAT MR. KAMINSKI PROVIDED IS AS FOLLOWS:			
THE FLIGHT DEPARTED BENTON HARBOR, MI (BEH) AND PROCEEDED TO OSHKOSH, WI (OSH) UNDER VISUAL FLIGHT RULES. THE PURPOSE OF THE FLIGHT WAS TO ATTEND THE EAA OSHKOSH AIRVENTURE FLY IN. INITIAL CRUISE ALTITUDE WAS 3,500 FEET. JUST PRIOR TO REACHING RIPON, WI, WHICH IS THE POINT FROM WHICH THE ARRIVAL INTO OSHKOSH BEGINS, THE PILOT DESCENDED TO 1,800 FEET AND SLOWED TO 90 KTS. THIS WAS THE 12TH TIME IN WHICH THE PILOT FLEW TO OSHKOSH TO ATTEND THE AIRSHOW AND HE WAS FAMILIAR WITH THE ARRIVAL NOTAM IN EFFECT AT THE TIME. THE PILOT THEN PROCEEDED NORTHEAST BOUND ALONG THE RAILROAD TRACKS AND WAS ASSIGNED RUNWAY 27 AS THE ARRIVAL RUNWAY BY OSHKOSH TOWER. AS THE AIRCRAFT ENTERED A RIGHT DOWNWIND LEG FOR RUNWAY 27, THE PILOT OBSERVED TWO AIRCRAFT DEPART RUNWAY 27. AT THE MID-FIELD DOWNWIND POSITION, THE PILOT BEGAN A DESCENT FROM 1,800 FEET AND WAS INSTRUCTED BY THE TOWER TO BEGIN THE TURN TO THE BASE LEG WHEN ABEAM THE RUNWAY NUMBER AND TO LAND ON THE GREEN DOT. WHILE ON BASE LEG, THE PILOT OBSERVED A LIGHT TWIN ENGINE AIRCRAFT LINE UP ON RUNWAY 27 FOR DEPARTURE.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 07/24/2015	TITLE AVIATION SAFETY INSPECTOR	SIGNATURE 	

DIGEST (CONT)

WHILE STILL FLYING AT 90 KNOTS (100 KNOTS IS NORMAL), THE LIGHT TWIN BEGAN ITS TAKEOFF ROLL. AT THIS TIME THE TOWER INSTRUCTED N4BP TO LAND ON THE ORANGE DOT WHICH IS CLOSER TO THE APPROACH END OF RUNWAY 27 THAN IS THE GREEN DOT. THE PILOT BEGAN A RELATIVELY STEEP TURN TO ALIGN THE AIRCRAFT WITH RUNWAY 27 AND REDUCED THE POWER TO IDLE TO ENSURE A LANDING ON THE ORANGE DOT. AT THIS TIME, THE AIRCRAFT BANKED FURTHER TO THE RIGHT AND THE NOSE DROPPED. THE PILOT FELT A STALL BUFFET BEFORE THE AIRCRAFT STALLED AND IMPACTED THE RUNWAY IN A NOSE LOW, RIGHT WING DOWN ATTITUDE. THE PILOT DID NOT RECALL HEARING A STALL WARNING HORN BEFORE THE AIRCRAFT STALLED. WHEN THE AIRCRAFT CAME TO A STOP, THE PILOT COMMANDED AN EVACUATION. WHEN ASKED IF HE HAD CONDUCTED A BEFORE TAKEOFF PASSENGER SAFETY BRIEFING, THE PILOT STATED THAT HE HAD. WHEN ASKED TO DESCRIBE THE CONTENT OF THE BRIEFING, THE PILOT STATED THAT HE BRIEFED THE USE OF SEAT BELTS, SHOULDER HARNESSSES, AND OPERATION OF THE EXIT DOOR. HE STATED THAT ALL SEATS ARE EQUIPPED WITH SHOULDER HARNESSSES. EXAMINATION OF THE AIRCRAFT SHOWED THAT THE FRONT TWO SEATS WERE EQUIPPED WITH SHOULDER HARNESSSES AND THE REAR FOUR PASSENGER SEATS WERE NOT EQUIPPED WITH SHOULDER HARNESSSES.

RECORD OF ☐ VISIT ☒ CONFERENCE OR ☐ TELEPHONE CALL		TIME 9:20 AM	DATE 07/26/2015
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Chuck Adams - Mobile Operations/Communication Workstation (MOOCOW)		ROUTING	
		SYMBOL	INITIALS
Grant Shinn - Control Tower Front Line Manager (FLM)			
Glenn Krafcik - Control Tower Communicator			
SUBJECT N4BP Accident (OSH - 07/22/2015)			
DIGEST This interview took place at the FAA Aviation Safety Center on 07/26/2015.			
Chuck Adams was stationed at the Mobile Operations/Communication Workstation (MOOCOW) which is located north of runway 9-27 and immediately west of taxiway A and south of taxiway B (see attached airport diagram). Mr. Adams stated that the MOOCOW is responsible for clearing aircraft for takeoff. This is accomplished by radio and the use of wanded marshallers. Equipment and staffing were normal at the MOOCOW. Although the MOOCOW has the capability to hear communications from the tower, the departure sequencing is done visually based on traffic visually identified on the downwind leg for runway 27. The Malibu (N4BP) seemed to be lower than normal on downwind. It turned base leg abeam the numbers and still appeared to be lower than normal. Did not hear the engine noise from the Malibu on base leg or final approach. A single engine Cessna was cleared for takeoff while the Malibu was still on downwind leg and west of the terminal building. The MOOCOW can not directly command a go-around but can advise the tower, via FM radio, to command a go-around. The Malibu's bank angle was nearly 90 degrees during the turn from base leg to final approach. Very light traffic at the time of the accident.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 07/26/2015	TITLE Aviation Safety Inspector	SIGNATURE 	

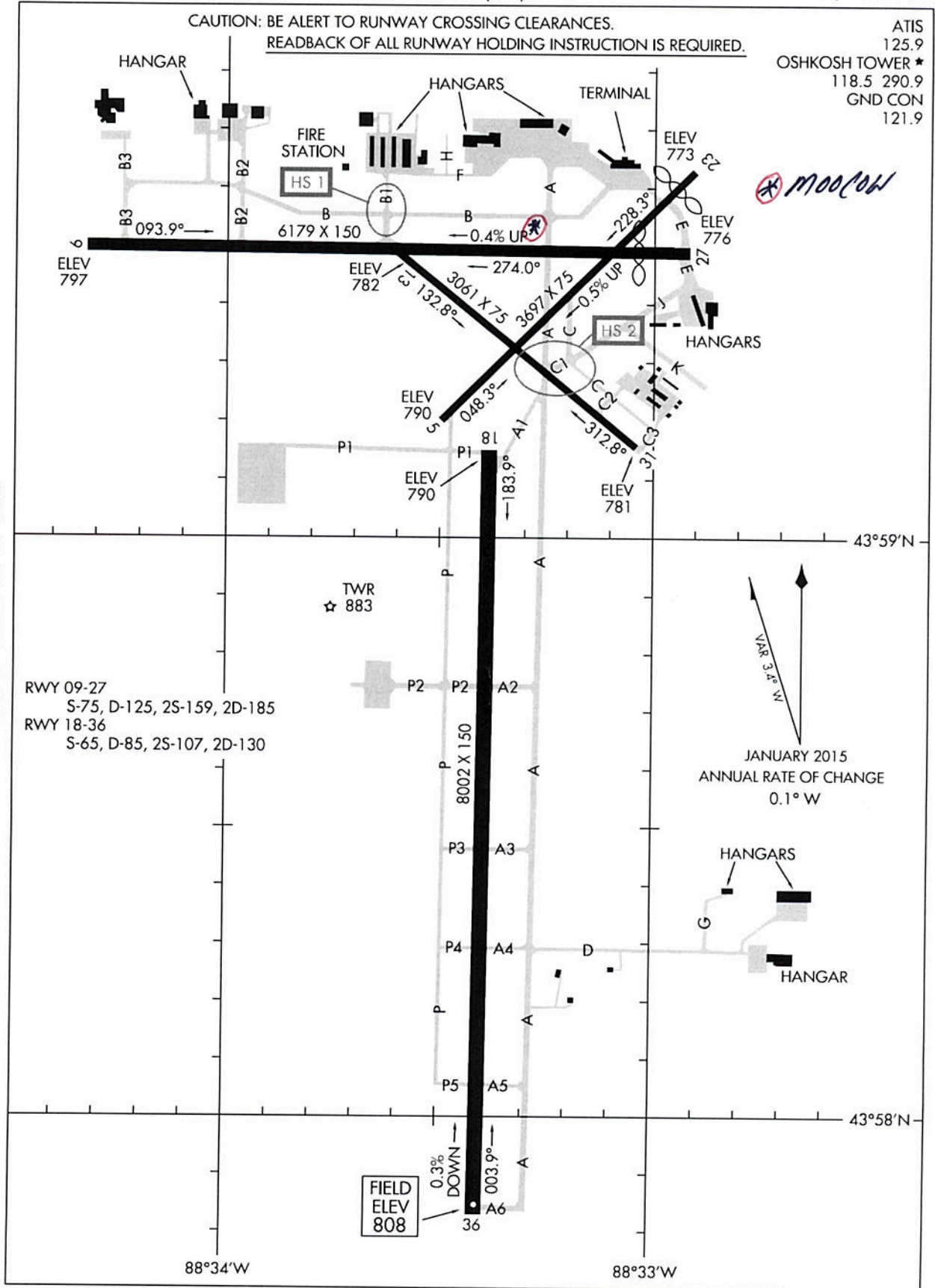
DIGEST (CONT)

Grant Shinn was stationed in the control tower and was the Front Line Manager. Mr. Shinn stated that he was watching over the communicator (the person communicating with arrival aircraft). Normal staffing, no equipment problems, light traffic. The Malibu looked low on the downwind leg for runway 27. At this time the Malibu was cleared to land on the green dot. Mr. Shinn observed the departing aircraft when it was west of taxiway A just as the Malibu was starting its turn to the base leg. No concerns about spacing at this time. While on base leg, the Malibu went wings level for a brief period and was headed southbound. Then it commenced another right turn to final approach using a bank angle of 80-90 degrees. The Malibu was then cleared to land on the orange dot. The right wing then struck the runway and the aircraft burst into flames. It was not necessary for the landing clearance to specify the orange dot. Had the Malibu landed on the green dot, the spacing would have been adequate (i.e., 1500 feet). The tower will command a go-around if separation standards are compromised (i.e., less than 1500 feet). The Front Line Manager or the communicator can command a go-around if necessary.

Glenn Krafcik was stationed in the control tower and was the communicator (communicating directly with arrival aircraft). Staffing and equipment were normal. The Malibu's altitude and speed appeared to be normal as it flew the downwind leg for runway 27. The Malibu was cleared to land on the green dot. It commenced its descent at the mid-field downwind position. It turned to the base leg while abeam the runway numbers. At this time an airplane was observed moving onto runway 27. The Malibu was then cleared to land on the orange dot. Thought about commanding a go-around and asked the "lead" if we should send the Malibu around. Go around was not necessary since the spacing between the Malibu and departing aircraft was adequate. 1500 feet is the minimum allowable spacing. We estimated that the spacing was 3500 feet in this case. During the turn from base to final, the airplane was on its wing tip and the bottom of the Malibu was visible.

AIRPORT DIAGRAM

AL-730 (FAA)

WITTMAN RGNL (OSH)
OSHKOSH, WISCONSIN

EC-3, 23 JUL 2015 to 20 AUG 2015

EC-3, 23 JUL 2015 to 20 AUG 2015

AIRPORT DIAGRAM

OSHKOSH, WISCONSIN
WITTMAN RGNL (OSH)

RECORD OF	☐ VISIT	☒ CONFERENCE OR	☐ TELEPHONE CALL	TIME 0915	DATE 07/26/2015
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION					ROUTING
					SYMBOL
					INITIALS
NTSB Interviews conducted by Scott Dunham, Air Traffic Specialist.					
FAA Aviation Safety Building, Oshkosh, Wi. Attendees: Scott Dunham, Mary Olson,					
Chad Sneve, Dan Icca(?), Pat Keane, Tim Anderson, Rex White.					
SUBJECT Interviews with controllers Chuck Adams, Grant Shinn and Glenn Krafeik concerning					
the flight of N4BP.					
DIGEST					
Mr. Adams was the runway 9/27 Moocow team lead with eleven years of controlling at AirVenture. The Moocow team controls the departure of aircraft. Mr. Adams stated he did observe N4BP on downwind and it appeared lower than normal. He stated the base leg was tight, the aircraft momentarily turned south at which time he had no idea what the aircraft was going to do. He then observed the crash. He stated the departing aircraft was cleared to takeoff when N4BP was abeam the terminal and he was OK with the clearances between the two aircraft. He further stated "We try to avoid a go around". Traffic was light as was the wind. Mr. Shinn was the tower North Front Line Manager with seven years of controlling at AirVenture. The FLM team controls the arrival of aircraft. The manager oversees two spotters and a communicator. Mr. Shinn stated there were no operational problems, the traffic was light and the arrivals were light. He went on to state that a spotter, (Steven ?) remarked that N4BP looked low on downwind. A spotter (Unidentified) remarked "Is that a cross?" Mr. Shinn confirmed with the Moocow that it was a departure and "Thought it would work". He observed N4BP on base with a quick turn to wings level and then a continuous sharp right turn approaching 90 degrees. When asked, he stated "it was not necessary to change to the Orange Dot" to maintain separation between the two aircraft. He was also asked about the training the AirVenture controllers receive. His response was "Can't speak on the training program". Mr. Glenn Krafeik was the Communicator for the North team with six years of controlling at AirVenture. He is also a pilot and aircraft owner. Mr. Krafeik stated there were no operational problems, nothing abnormal about the arrival or about the approach. At mid field he issued turn abeam the numbers for the Green Dot. When the aircraft was on its base leg he changed the clearance to the Orange Dot. He does not recall the conversation between the FLM and the Moocow concerning the departing aircraft. When asked about the handling of aircraft with different performance Mr. Krafeik stated					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
"Single engine pretty much the same".					
DATE 07/26/2015		TITLE Aviation Safety Inspector		SIGNATURE 