

Piper Meridian Crash

KOSH

22-JUL-2015

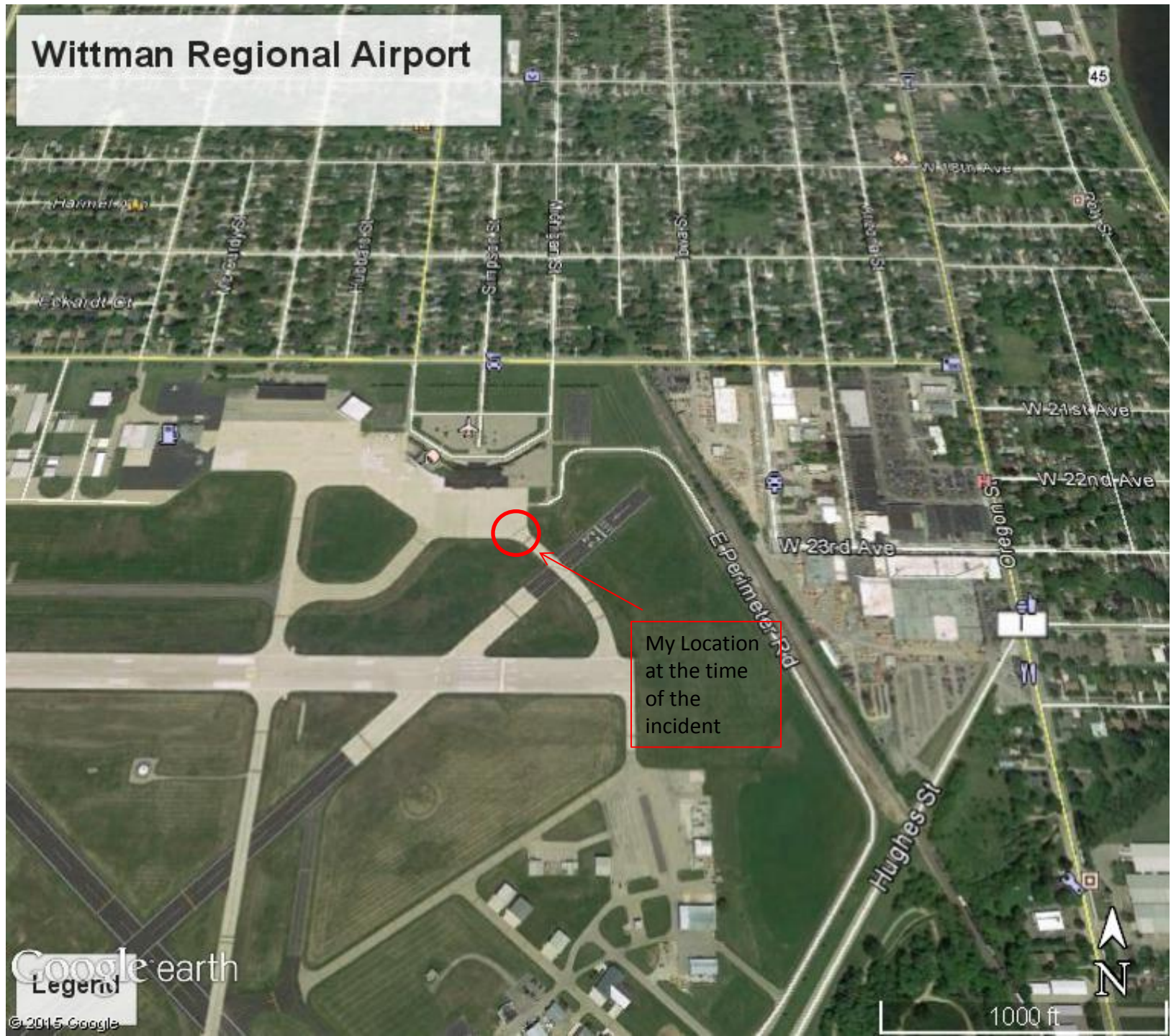
As witnessed by:
Adam Foshag



Statement of witnessed events

- While volunteering for EAA as Vice-Chairman of Flight line Operations – Traffic, I was escorting a twin engine aircraft across the terminal ramp to the IFR hold location for runway 27.
- While I was driving I heard an aircraft approaching from over the terminal building. I noted immediately that the Piper aircraft seemed very low (estimating less than 200ft.) for a runway 27 landing. But being a 15-year veteran of the event, I have seen a lot of strange approaches without incident. There was no indication the aircraft was in distress. (no sputtering engine, etc.)
- About the same time it passed overhead, I turned over my right shoulder to verify the aircraft I was escorting was still behind me. When turning over my shoulder, I regained visual with the Piper in a steep right turn (base to final). Estimating a bank of over 60 degrees, and dropping quickly in altitude.
- The Piper never recovered from the right bank.
- The aircraft came down on its side with the right wing contacting the ground first.
- The right wing separated from the aircraft and the fuel vapor immediately ignited creating a significant wall of fire that only lasted a for a couple seconds.
- After the wing became separated the right nose of the Piper contacted the ground and the fuselage skidded to a stop in an undetermined distance. The fuselage never rolled.
- There were several small fires in the grass area around the crash site but the fuselage did not appear to be on fire.
- Immediately after the crash, I assumed a crowd control role and kept several individuals from crossing runway 27. One individual claimed to be an EMT and continued to the scene.
- Very shortly after the impact (less than 3 minutes), the airport fire department was on scene.

Wittman Regional Airport



My Location
at the time
of the
incident

Wittman Regional Airport

