

Communication Summary

May 26, 2017



Information from: Brandon Molina to Inspector Joseph
Saunders

Summary & Factual Information: Mr. Molina, in part, in a statement to FAA Inspector Saunders reported, "On May 26, 2017 at approximately 12:10pm, I was at our flight desk with two of our students ... along with another flight instructor ... when listening to the CTAF we heard a bonanza report on a straight in final for RWY 13. As the bonanza passed on the low approach we watched a red colored biplane depart RWY 13. We noticed that he rotated before RWY 04/22 and made a sharp left turn to the north about abeam the FAH VOR. The turnout was low to the ground and approximately 45 degrees or grater clearing the trees to by 50 to 100 feet. The biplane departed the area to the west/southwest at a lower than normal altitude.

After the plane had left the area I made comment to our students on how and why that was not a preferred way to leave an airport environment discussing the legality versus what the AIM says is preferred and why we follow the procedures we have in place. The discussion of load factor and stall speed correlation on an aircraft aerodynamics. About 10 minutes later I received a phone call from the flight desk at Burrows asking if all of our planes were accounted for because they heard there was a plane that had crashed just west of the field."

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator

Communication Summary

May 26, 2017



Information from: Kimberly Whipple to Inspector Joseph Saunders

Summary & Factual Information: Ms. Whipple, in part, in a statement to FAA Inspector Saunders reported, "The following is an account of what I witnessed today, May 26th 2017 at approximately 12:30pm: I noticed the familiar sound of a biplane passing by my place of employment, Willow Wood Acres Land Stewardship, as I sat down on the patio. A second later, the plane sound abruptly ceased - this sudden silence caught my attention and I rose to see what was happening. The plane was traveling eastbound, was parallel to the horizon, but yet no sound was emitted from the engine. That is, no engine buzzing, sputtering, catching, whirring - no sound. The plane remained traveling forward while parallel and without losing altitude for between one and five seconds - before the plane stopped making any forward progress. This is when the nose of the plane dipped down so the plane was completely vertical and began spiraling clockwise until it made contact with the ground. When the plane hit the ground, a light grey/brown cloud of dust and/or smoke arose. There was no dark colored or continuous smoke to suggest a fire.

During the time that the plane was spiraling downwards I was able to get the attention of my boss, ... , yelling, "this plane is going to crash!" She ran to where I was standing about twenty feet away. When she got to me, the plane had just hit the ground, and I pointed the location out to her. When the plane hit the ground, a light grey/brown cloud of dust and/or smoke arose. There was no dark colored or continuous smoke to suggest a fire.

I made the 911 call."

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator

Sheboygan County Sheriff's Department Statement

Complaint # 517-08417

I, Dennis Schraufnager date of birth [REDACTED]
 phone number [REDACTED] address [REDACTED]
 city Adell state Wi. make the
 following statement to Deputy _____ Unit # _____

While standing next to my friend Jason Hanke, doing maintenance on a chopper, Jason noticed an airplane, with a roar. I looked up and see the plane ~~spinning~~ spiraling out of control like a cartwheel. It was tumbling out of control. We first thought it was somebody putting on a show like at an airshow. But the plane kept falling and did not hear the engine. ~~the~~ I started to run to the road, ~~because~~ because the trees were blocking my view. The plane continued down with no sound of the engine accelerating. Jason was first man at the scene, and I called 911.

Signature _____ Date _____

Witness Signature _____ Page _____ of _____

S/LW

Sheboygan County Sheriff's Department Statement

Complaint # 517-08417

I, Jason Hanke date of birth [REDACTED]
phone number [REDACTED] address [REDACTED]
city Glenbeulah state WI make the
following statement to Deputy [REDACTED]

I saw a red double wing airplane do a flip in
the air and start spinning out of control to the ground.
I thought he was putting on an air show, but he
never pulled up. Engine might have quit because plane
was very loud when I first saw it, but seemed quite
on the way down.

Signature [REDACTED] Date 5-27-17

Witness Signature [REDACTED] Page 1 of 1

517-08417

Plane crash in the town of Sheboygan Falls 5/26/2017

Sent: Tuesday, May 30, 2017 5:49 PM

To: joseph.saunders [REDACTED] James A. Opgenorth

On May 26, 2017 my friend Robert Sabrowsky and I witnessed a red bi-wing plane crash. We heard the plane flying in the area behind the building we were grilling by. Rob pointed the plane out when it came into sight. We watched the plane climb altitude rapidly at a near 90° angle. At the point of max altitude it sounded like the planes engine stalled. That is when the plane flipped over props down and started corkscrewing towards the ground. Halfway to the ground it sounded as if they were trying to start engines back up. When the engine did not start back up they were in the process of slowing the corkscrew rotations. From the view we had we could not see the actual crash because of some trees, but I did hear the sound of the plane hitting the ground. Sound was like a loud thump.

Sheboygan County Sheriff's Department Statement

Friday May 26th 2017

Complaint # 317-08417

I, Robert W Sabrowsky Jr. date of birth [REDACTED]
phone number [REDACTED] address [REDACTED]
city Sheboygan state WI make the
following statement to Deputy [REDACTED]

I saw the bi-wing plane coming from the north and then start a straight up climb until it stalled. The plane proceeded to roll upside down in a flat manner. at some point in this action the motor stalled. The plane then nosed down in a fast spin. The plane slowed its spin and was edging closer to the east as I could see the plane getting larger. As the plane got closer to the ground I heard the sound of the motor sputter but not fire up. Just after that the plane disappeared behind the ~~tree~~ trees on top of the ~~Ac~~ neighbors hill. about 1 1/2 to 2 seconds later I heard the sound of the plane hitting the ground. Aaron Strassburger was pulling into his Driveway at the time the plane was already coming down behind the trees. I proceeded to run over to him and Inform him of what just happened as he was the closest authoritative figure in the area.

Signature [REDACTED]

Date 5-30-17

Witness Signature [REDACTED]

06-03-17

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Sheboygan County Sheriff's Department Statement

Complaint # 517-08417

I, Nicole Schmelter

date of birth [REDACTED]

phone number [REDACTED]

address [REDACTED]

city Plymouth

state WI

make the

following statement to Deputy [REDACTED]

On Friday, May 25 2017 @ approximately 12:32pm I was traveling northbound on SH67 between Road America and Elkhart Lake. I observed a Red plane flying rather low & then it took a quick dip in the air. I thought it maybe would land in Elkhart Lake as I didn't know if it was a water plane or not. As I went through Elkhart Lake I saw it again & it appeared to be ok. About 10 min later I saw on Sheboygan Scanner that there was a plane crash.

Signature [REDACTED]

Date 5/27/16

Witness Signature [REDACTED]

Page 1 of 1

Sheboygan County Sheriff's Department Statement

Complaint # 517-08417

I, Paul R. BOOCHER

date of birth [REDACTED]

phone number [REDACTED]

address [REDACTED]

city Plymouth

state WI

make the

following statement to Deputy [REDACTED]

AT OR ABOUT 12 NOON OR 12:30 PM
AS I WAS LEAVING MY HOME TO HAVE
AIR PUT INTO MY TRUCK TIRE I HEARD
AN AEROPLANE FLYING VERY LOW OVER
MY NEIGHBORHOOD. AS I ARRIVED AT
THE STOP SIGN AT Hwy 67 AND Schwaller
DRIVE I SAW THE BACK END OF THE
PLANE HEADED IN A SOUTHERLY DIRECTION
OVER THE ROAD AMERICA PROPERTY. IT
WAS FLYING AT WHAT I CONSIDER TO BE
A VERY LOW ALTITUDE. IT SEEMED TO BE
ONLY A FEW FEET ABOVE THE TREE TOPS.
AS I TURNED ONTO Hwy 67 HEADED
TOWARD ELKHART LAKE I AGAIN SAW
THE PLANE NOW FLYING IN A NORTHERLY
DIRECTION COMING FROM THE ROAD AMERICA
PROPERTY. THE SOUND WAS VERY LOUD
AND I THOUGHT "WOW THAT'S LOW"
I PROCEEDED ONTO ELKHART AND THAT IS ALL.

Signature [REDACTED]

Date

5-27-2017

Witness Signature [REDACTED]

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of

1 of 1

Communication Summary

August 29, 2017

Information from: Mr. Bob Crook, Simcom



Summary & Factual Information: Mr. Crook was asked about Mr. Hall's training at SIMCOM and he, in part, said that "it appears that Mr. Hall attended a recurrent King Air course at SIMCOM in October of 2016. We still have the records for this course. The course was conducted by SIMCOM instructor Richard Dundore. According to SIMCOM's Lee Vista TCM, Mr. Dundore confirms that in connection with the course he did indeed give Mr. Hall FAA Wings credit on 10/6/16 through the Wings website. This recurrent course was in addition to the King Air initial course that Mr. Hall attended previously at SIMCOM."

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator

Communication Summary

June 7, 2017



Information from: Mr. Daniel Bond, [REDACTED]

Summary & Factual Information: Mr. Bond was asked about his recollections of the repairs and the airplane, N76PN. He, in part, stated:

- The airplane was an older S2A
- Had a couple thousand hours on it
- Pulled the airplane down
- Stripped the metal and repainted
- Plywood leading edge
- Engine had 600 to 700 hours
- New hoses were put on the airplane.
- Was fuel tank flop tube replaced --- probably replaced
- Pretty straight forward airplane
- Had a 3 bladed MT prop installed at some time
- A 5-gallon wing tank was installed
- Believed Mr. Hall competed in aerobatics
- Flew airplane following repairs through all possible aerobatic and spin maneuvers
- Airplane was able to recover

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator

Communication Summary

June 8, 2017



Information from: Mr. Daniel Bond

Summary & Factual Information: Mr. Bond reported, in part, that he redid all the fabric and stripped and repainted the sheet metal on Mr. Halls Pitts S 2A around Jan of 2016. As he recalled, it was a high time Pitts around 2,000 hours, engine around 700 hours. It had a MT 3-blade propeller on it. He installed plywood leading edges and a top wing fuel tank, also replaced fuel hoses, and he was sure he replaced the main tank fuel flop tube.

After all work was completed, he personally flew the airplane through all aerobatic figures both upright and inverted. He performed spin tests, to include upright spins, inverted spins, cross over spins, and flat spins upright and inverted. The airplane recovered from all spins used normal and emergency recovery methods.

He looked through some pictures he had of the airplane when he was redoing it, and there was definitely no smoke system on it when he worked on the airplane.

He looked through some old IAC aerobatic contest records, and Mr. Hall had flown several contests at the sportsman level.

He had never personally flown with Mr Hall, but after talking with him, he believed he was a very good aerobatic pilot. He knows Mr. Hall had a lot of time in that very airplane.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator