



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: January 24, 2022

Person Contacted: Jesse Musha (son of the accident pilot, Thomas Busse)

NTSB Case Number: CEN22LA103

Narrative:

The following is a synopsis of the information provided by Jesse Musha to the NTSB investigator-in-charge, via telephone conversation.

- Jesse was present when his father was going to takeoff from the Sylvania Airport (C89), Sturtevant, Wisconsin, on January 18, 2022. His father was flying his personal airplane, N90129 (a Cessna 120 airplane).
- The purpose of the flight was for personal reasons. His father had to rotate the propeller via hand to start, and his father was flying the airplane to have a new starter installed. His father's intended destination for the maintenance work was the East Troy Municipal Airport (57C), East Troy, Wisconsin.
- Prior to his father taking off, Jesse asked him if he thought the winds were too strong. His father responded that the winds were strong, but doable for flying.
- Jesse reported the winds were gusting. He was not sure of an estimated wind speed when asked.
- Jesse noticed that the airport windsock was moving all around, from north-south, to north-east, to north-south, and back to north-east.
- Jesse estimated the temperature was around 20°F, it was chilly outside, and it was a clear day.
- During the takeoff, it looked to Jesse like his father was struggling to get the airplane off the ground.
- Jesse reported the airplane barely left the ground and he observed the airplane depart the runway over the grass and impact a parked fuel truck.
- Jesse is unsure as to what caused the runway excursion and impact with the fuel truck.
- Jesse reported the accident time was at 1100 local time.
- His father never reported any mechanical issues or concerns with the airplane to Jesse.
- Jesse reported his father kept detailed maintenance records of the airplane.
- Jesse described his father as a pilot who was very safety focused. Jesse has flown with his father before, but Jesse is not a pilot.
- Jesse reported there is insurance coverage on the airplane.

*** Nothing Follows ***



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: February 9, 2022

Person Contacted: Jesse Musha (son of the accident pilot, Thomas Busse)

NTSB Case Number: CEN22LA103

Narrative:

The following is a synopsis of the information provided by Jesse Musha to the NTSB investigator-in-charge, via telephone conversation.

- Jesse was sitting in his truck, next to the blue and white hangar (the hangar the airplane is kept in), when his father was going to takeoff from the Sylvania Airport (C89), Sturtevant, Wisconsin, on January 18, 2022.
- His father used to own and fly a Cessna L-19 airplane and before that, he owned and flew a Cessna 140 airplane.
- His father's normal takeoff procedure, that he always did, was to taxi down the runway, to a circular area at the end of the runway. His father would do his safety checks and check the flight controls and gauges and make radio calls. Jesse assumed his father did his normal safety checks before he took off on the accident flight.
- His father would also maneuver the airplane 360 degrees in that area to check for other traffic (which he did on the accident flight), before taking off.

*** Nothing Follows ***



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: August 25, 2022
Person Contacted: Thomas Busse (the accident pilot)
NTSB Case Number: CEN22LA103

Narrative:

The following is a synopsis of the information provided by Thomas Busse to the NTSB investigator-in-charge, via telephone conversation.

- Thomas was able to recall taxiing out to the runway for departure in the airplane.
- Thomas was also able to recall that he applied engine power for the takeoff, but he is unable to recall any events occurring after that.
- Thomas did not report any mechanical issues with the airframe and the engine, up until when he applied engine power for takeoff.

*** Nothing Follows ***



Racine County Sheriffs Office (RASO) Incident Report

Incident:

Crash - PI

Incident Report Number:

22-003359

Between: Date - Time

And/At: Date-Time

1/18/22

11:01

Incident Location:

2624 S Sylvania Av,1, Sturtevant, WI, 53177

Off Code-1:

5406

Off Code-2:

Off Code-3:

Off Code-4:

Off Code-5:

Off Code-6:

Off Code-7:

Off Code-8:

OPR

Name (Last, First, Middle)

Busse, Thomas Raymond

DOB:

Race/Sex

W/M

Address: (Address, City, State, Zip)

Pho

Pho

Employer Address

Work Phone #

MEN

Name (Last, First, Middle)

Mckay, Robert Baldwin

DOB:

Race/Sex

W/M

Address: (Address, City, State, Zip)

Phone 1

P

Employer Address

Work Phone #

NAMES

Complainant

Musha, Jesse J W/M-46 of [REDACTED] KANSASVILLE, WI, 53139

DOB:

HT: 510 WT: 220 Hair: Brown

Eyes: Hazel

Phone

Phone

Mentioned-1

Brockel, Mike W/ of [REDACTED] Milwaukee, WI, 53207

Vehicle Information: (Year, Make, Model, Style, Color)

License Number:

State:

Expiration Year:

Vin:

Insurance Company:

Other Vehicle Information:

NCIC#

Reporting Officer(s):

Report Date:

01/18/2022

Time Received:

11:01:07

Time Cleared:

13:40:17

Unit(s) Assigned:

5035, 5041, 5058, 5059, 5063,

1 Of 4

Reviewed by:

Copy To

Date:

01/18/2022

CFR Code-1:

5406

Incident Report Number:

22-003359

Racine County Sheriffs Office (RASO)**Continuation**

Incident Report Number 22-003359	Incident Location: 2624 S Sylvania Av,1, Sturtevant, WI, 53177	Incident Date: 01/18/2022
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Phone [REDACTED]

Mentioned-2

Skydive Midwest of [REDACTED] Sturtevant, WI, 53177

Phone [REDACTED]

Mentioned-3

Sylvania Airport of 2624 S Sylvania Av, 0; YO, Sturtevant, WI, 53177

Phone [REDACTED]

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NARRATIVE

On Tuesday, 1/18/2022, I Deputy M. Reinhold and Deputy Schulteis were working for the Racine County Sheriff's Office in full departmental uniform and in marked squad #5035 when the following incident occurred.

At 1101am, Dispatch reported a single plane crash that occurred at the Sylvania Airport at 2624 S Sylvania Ave, Sturtevant 53177. Dispatch informed us that the sole occupant of the plane was a 79 year old male with blood coming from his face and nose and was having trouble breathing. Dispatch also informed us that another caller stated that the plane crashed into a fuel tank truck that is leaking by a hanger in the airport.

At approximately 1108, I arrived on scene and observed multiple Racine County Sheriff Office squads on the runway around a small, single engine white plane located north of the main runway, just southeast of the Skydive Midwest hanger. The plane appeared to have disabling damage including a torn and bent wing, the cockpit being torn open from the front, and plane tipping over on the left side. The front of the plane was mangled into the drivers cab of the fuel truck. The fuel truck itself had the cab torn open and the steering column was push in and bent down. RASO Deputies were assisting staff from the airport with the occupant, later identified as Thomas R Busse, with medical care. Union Grove Yorkville Fire Department arrived on scene and started providing medical care. It was then advised that flight for life was dispatched.

I documented the scene with photos and body camera footage. All footage and photos were uploaded to evidence.com. I then spoke with Jesse James Musha, who is Thomas Busse's son and was present at the crash. Jesse informed me that he called right after the crash occurred. Jesse stated Thomas was going to fly to East Troy airport to get a starter for the Cessna 120 airplane Thomas owns. Jesse states Thomas had to manually start the plane by pulling on the propeller. Jesse informed me Thomas started by taxiing the plane from the east end of the runway to the west end. Once on the west end, Thomas turned the plane and prepared to take off. Jesse informed me Thomas started going down the runway but then pulled left into the grass. Jesse thought that Thomas was just pulling into the grass to bring the plane back into the hanger. The plane continued pulling left to the north side of the runway until the crash occurred. Jesse stated that the left wing caught the front of the fuel truck and swung the right side towards the truck, causing the front of the plane to make contact with the truck cab. This is when Jesse checked on Thomas and called rescue. Jesse stated that he did inform Thomas that it was too windy to fly today. I asked Jesse where he standing when this all happened

Racine County Sheriffs Office (RASO)**Continuation**

Incident Report Number

22-003359

Incident Location:

2624 S Sylvania Av,1, Sturtevant, WI, 53177

Incident Date:

01/18/2022

and Jesse stated that he was sitting in his vehicle just east of the Skydiving hangar facing towards the air strip when Thomas took off. Jesse could not point out where the plane left the air strip onto the grass due to the angle Jesse was positioned. Jesse informed me that Thomas has had forty years of flight training and did not have any medical issues that Jesse was aware of. Jesse stated that Thomas had a physical a few months ago and was sent home with a clean bill of health.

Union Grove Yorkville Fire department was able to extract Thomas from the cockpit of the plane. Flight for Life arrived on scene. Thomas was stabilized and transferred to the helicopter. I collected the clothing and property that UGYFD took from Thomas and turned it over to Jesse.

I reviewed camera footage from the Skydiving hanger. The hanger has two cameras, one that faces southwest and the other faces southeast of the hanger, looking towards the runway. The southwest camera started with the plane facing east on the western end of the runway. The plane begins to accelerate straight on the runway. The plane starts to pull to the left and onto the grass while still accelerating. The plane continues until appearing onto the southeast camera. It appears the plane tries to gain altitude, the front two tires achieving liftoff. The plane continues on its path until the pilot side wing catches the front of the fuel truck. The impact causes the plane to swing towards the driver side of the truck cab. This causes parts of the plane and cab to break and scatter itself around the vehicles. I uploaded the footage later to Evidence.com.

I was unable to obtain insurance info for the plane due to the operator being transferred to Froedtert by flight for life. The son was unable to tell me what insurance his dad had on the plane.

I was able to find information for the fuel truck:

Manufacture: KW-Dart Truck Company

Truck model number: 100FTDR

Truck serial number: 69335

Engine serial number:697389

Rated Payload LBS: 10000

The following is information on the aircraft involved:

AIRCRAFT -----

N-NUMBER: N90129

SERIAL NUMBER: 9190

MANUFACTURER: CESSNA

MODEL: 120

AIRCRAFT TYPE: Fixed wing single engine

YEAR MANUFACTURED: 1946

NUMBER ENGINES: 01

NUMBER SEATS: 002

Reporting Officer(s):

Payroll Number:

Pages::

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Racine County Sheriffs Office (RASO)**Continuation**

Incident Report Number

22-003359

Incident Location:

2624 S Sylvania Av,1, Sturtevant, WI, 53177

Incident Date:

01/18/2022

REGISTRANT

TYPE: Individual

NAME: BUSSE THOMAS R

ADDRESS: [REDACTED] WATERFORD STATE: WI ZIP: 531854033

COUNTRY: US FRACT-OWNER:

NO REGISTRATION

LAST ACTION DATE: 2021-05-27

CERTIFICATION ISSUE DATE: 2021-05-27

EXPIRATION DATE: 2024-05-31

AIRWORTHINESS DATE: 1956-02-02

AIRWORTHINESS TYPE: Standard CERTIFICATION CODES: CERTIFICATION DETAILS NOT AVAILABLE STATUS

CODE: Valid Registration MODE-S

CODE: 53072643

HEX: AC75A3

The RASO crash response team arrived on scene and took over the crash investigation. Mike Brockel from the FAA arrived on scene to assist with the investigation.

Supplemental report to follow when information for the fuel truck is gathered.

Refence attached reports under this complaint for further information.

Photo Log:

1-2 Serial number for fuel truck cab.

3-5 Serial number for fuel pump.

6 Aviation card

7 Plane serial number

8 Plane Tail

10-12 Fuel truck tank and serial number

13-26 Plane crash from all angles

Reporting Officer(s):

Payroll Number:

Pages::

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Racine County Sheriffs Office (RASO)**Supplemental Report**

Incident Report Number: 22-003359	Incident Location: 2624 S Sylvania Av,1, Sturtevant, WI, 53177	Incident Date: 01/18/2022
New Incident: Crash - PI	Original CFS Code - 1: 5406	New CFS Code -1 : 5406
New CFS Code - 2:		

NARRATIVE

The following is a supplement to a plane crash with injuries.

On 01/18/2022, I, Deputy M. Phillips, was dispatched to the Sylvania airport at 2624 S Sylvania Av in the Village of Yorkville to assist with a plane crash with injuries.

My assignment on the scene was working with the Crash Team and Drone Team to map the crash. See Deputy Reinhold's report for further details on the crash.

While Deputies Arndt, Fox, Serak, Schulties, and Investigator Sharrett were mapping the scene, I deployed one of the RASO Drones and took aerial photographs and videos. All photographs and videos are listed as follow.

Photos 1-4 were taken of the crash itself directly above from a distance of approximately 400 ft.

Photos 5-27 were taken back tracking the path of the plane from the crash location to where it attempted to take off from.

Photos 28-45 were taken of the path the plane took from it's takeoff location leading to where it crashed.

Photos 46-84 were taken of in a 360 degree view around the crash scene showing damage to the plane and fuel truck.

Photo 85 was taken of the pilot's viewpoint looking down the path leading up to the crash.

Photo 86(video) was taken of the pilot's path leading up to the crash scene from the approximate height and perspective of the pilot.

After the scene documentation was completed I returned to the Patrol station and uploaded all of the photographs and videos to evidence.com.

Nothing further to report.

Reporting Officer(s): Phillips, Michael J.	Report Date: 01/19/2022
Reviewed by:	Page: 1 Of 1

Racine County Sheriffs Office (RASO)**Supplemental Report**

Incident Report Number: 22-003359	Incident Location: 2624 S Sylvania Av,1, Sturtevant, WI, 53177	Incident Date: 01/18/2022
New Incident: Crash - PI	Original CFS Code - 1: 5406	New CFS Code -1 : 5406
		New CFS Code - 2: 9105

NARRATIVE

On 01/18/22, I, Deputy ARNDT was contacted by Sgt SPRANGER, who requested I respond as a member of the Racine County Sheriff's Office Major Crash Assistance Team (MCAT), to a plane crash. The crash occurred at the Sylvania Airport, 2624 S. Sylvania Ave, Yorkville, WI.

Upon my arrival, I met with Sgt SPRANGER and other on scene deputies and we conducted a walkthrough of the scene. The pilot of the aircraft, Thomas BUSSE, was attempting to take off, traveling west to east when his plane left the runway and collided with a fuel truck that was parked near the Skydive Midwest Skydiving Center building. BUSSE was transported to Froedtert Hospital in Wauwatosa via Flight For Life Helicopter.

To create a scaled diagram of the scene, Deputy SERAK, Sgt SPRANGER and I completed a forensic mapping of the scene using a Trimble S3 robotic total station. The total station is an electronic survey instrument that is composed of a theodolite (angle measuring system), an EDM (electronic distance measuring) system, a data collector and a prism. The Trimble S3 also has prismless capabilities, known as direct reflect technology. The S3 has a data collector that communicates with total station via radio frequency. The theodolite and EDM systems measure the angle and distance to points of interest. The measurements are stored electronically by the data collector and are later downloaded for processing into computer aided drawing software in order to create a scaled drawing of the crash scene. This instrument allows for data points to be measured in three dimensions, thereby mapping roadways, evidence locations, and contiguous terrain with a high degree of accuracy. A scaled diagram of the scene was produced using CrashZone version 10.6 software.

The mapping of the scene included locating and documenting the runway and adjacent grass field, the airplane and its final rest location, fuel truck, and airplane tire marks.

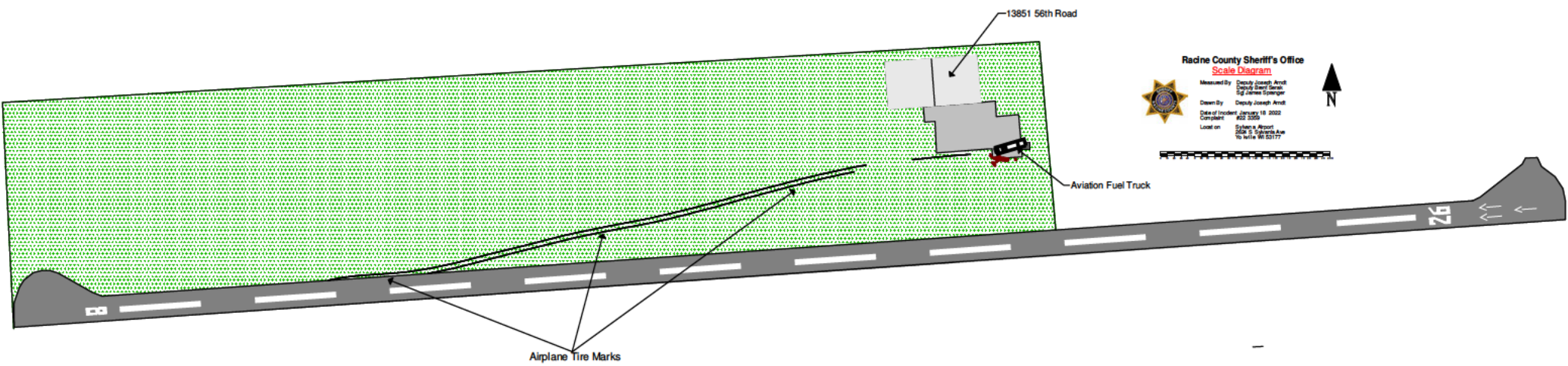
Approximately 1006 feet of airplane tire marks were located from the area where the airplane left the runway to the area of impact with the fuel truck.

In addition to the mapping, photos of the scene as well as drone photos were taken.

For additional information, see all reports related to this complaint number.

End of report. [REDACTED]

Reporting Officer(s): Arndt, Joseph J.	[REDACTED]	Report Date: 02/28/2022
Reviewed by: [REDACTED]	Copy To:	Page: 1 Of 1



Radne County Sheriff's Office
Scale Diagram

Measured By: Deputy Joseph Arnold
Deputy David Sands
Sgt James Spangler

Drawn By: Deputy Joseph Arnold

Date of Incident: January 18, 2022

Complaint: #02 3355

Location: Suburban Airport
2600 N. Highway Ave
Toledo OH 43617



DATE _____

DATE

Date: 5/17/2021; Aircraft: N90129; Type: C120; S/N: 9190; Tach: 156.6; Total Time: 4733.0; Engine - Type: C85
-12F, S/N: 25276-6-12, Time: 2216.1; Prop - Type: 1B90, S/N: 31018, Time: 4.8
Airframe Work

Completed an Annual inspection in accordance with FAR 43, Appendix D.

Complied with AD 47-43-04 (July 7, 1947) Rudder Control Inspection by visual inspection of the control cable horns on the rudder bar for signs of bending, no defects noted, next due Hobbs Time: 256.6.(CSH). Complied with AD 47-43-05 (July 31, 1947) Elevator Spar Web Inspection by visual inspection for fatigue cracks in the elevator spar web at the hinges, no defects noted, next due Hobbs Time: 256.6. (CSH). Complied with AD 47-43-06 Aileron Support Rib Inspection (July 31, 1947) by visual inspection of the aileron support ribs for indications of buckling or cracking, no defects noted, next due Hobbs Time: 256.6. (CSH).

Complied with AD 48-07-01 Stab Attach Bolts Inspection (5/4/48) by checking the loosening of the two bolts which attach the stabilizer to the fin post, no defects noted, next due 5/22. (CSH). Complied with AD 48-25-02 Welded Exhaust Muffler Inspection (March 17, 2010) by visual inspection of the muffler assemblies for any evidence of cracks, no defects noted, next due Hobbs Time: 181.6. (des).

Complied with AD 48-25-03 Wing Drag Brace Inspection (1/8/47) by visual inspection of the wing drag wire system for loose or broken drag wires and ribs for damage, no defects noted, next due Hobbs Time: 256.6 (CSH). Complied with AD 96-09-06 Brackett Filter 100 Hr Inspection (June 7, 1996) by visual inspection of the inside and outside of the air filter frame for gasket looseness, movement, or deterioration in accordance with Brackett Document I-194, dated March 16, 1994. no defects noted, next due Hobbs Time: 256.6. (des).

Inspected and tested ELT in accordance with FAR 91.207(d), no defects noted. Next due 4/22. ELT battery due 7/2023 (des). Replaced ELT battery p/n BP-1010 with new (des). Replaced primer seals p/n MS29513-111 with new (des). Fabricated and installed sheet metal patch to top cowl stiffener and hinge (CSH). Replaced Scotts MN 3200 sn APLDF08 tailwheel thrust plate assembly p/n 3234, cone bearing p/n 13286, pin p/n 3226, spacer p/n 2504-1, bearing race p/n 13287 with new (des). Rigged elevator trim tab per Operation Manual for 120 Cessna (CSH). Jacked aircraft, removed right gear, fabricated patch on bulkhead and installed, reinstalled right gear (des). Replaced battery ground wire p/n 0412007-1 with new (CSH). Replaced battery positive cable terminal p/n 31812 with new (CSH). Replaced Curtis fuel drain p/n CCB-4320 with new (CSH). Replaced Gasolator seal p/n K2216A with new (CSH). Adjusted aileron, elevator and elevator trim cable tension per operation manual for Cessna120 (CSH). Installed Model TAF-L oil fill adaptor in accordance with STCSE7559SW dated 05/21/2018 and installation instructions DN ST007 Rev-2 (CSH). See 337 form dated this date.

Performed ground run, operational, and leak checks - no defects noted. All work performed in accordance with approved/current technical data. I certify that this Aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

Doug Seibel

A&P

IA

IA

Wisconsin Aviation - Madison

53704



Wisconsin Aviation - Watertown

Watertown, WI 53094

ENGINE LOG

Date: 5/17/2021; Aircraft: N90129; Type: C120; S/N: 9190; Tach: 156.6; Total Time: 4733.0; Engine - Type: C85-12F, S/N: 25276-6-12, Time: 2216.1; Prop - Type: 1B90, S/N: 31018, Time: 4.8

DATE

Engine

Completed an Annual inspection in accordance with FAR 43, Appendix D. Compression test as follows: #1) 76/80, #2) 76/80, #3) 66/80, #4) 70/80. Master Orifice of the day 46/80. Changed oil and installed filter p/n AA48108-2, serviced engine with 4 qts. Aeroshell 15W-50 oil. Ground run for ops and leak ck normal. Installed Model TAF-L oil fill adaptor in accordance with STCSE7559SW dated 05/21/2018 and installation instructions DN ST007 Rev-2 (CSH). Performed ground run, operational, and leak checks - no defects noted. All work performed in accordance with approved/current technical data. I certify that this engine has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

Doug Seibel

A&P [REDACTED] A [REDACTED]

☐ Wisconsin Aviation - Madison

[REDACTED]
Madison, WI 53704
[REDACTED]



☒ Wisconsin Aviation - Watertown

[REDACTED]
Watertown, WI 53094
[REDACTED]

8-420 168.8 CHANGED OIL 4 1/2 15W50 AND OIL FILTER NO METAL - AEROSHELL

OWNER [REDACTED]

BROUGHT FORWARD

TOTALS

R. P. M.

DATE

GROUND

AIR

BROUGHT FORWARD

TOTALS

FLIGHT LOG

DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT		TIME IN AIR		Miles Flown	REPAIRS — ADJUSTMENTS — REMARKS	SIGNATURE	LICENSE NUMBER	
			Up	Down	Hours	Min.					
9/16/21	N90129	TACH 175 HRS.	REMOVED LOWER 6 INCHES OF RIGID BRAKE LINE AT BOTH WHEELS AND REPLACED WITH A SECTION OF FLEX LINE. BLED LINES AND TIED OFF LINE FOR SECURITY. LEAK CHECK OK.								
					CHARLIE WIXOM			AP			
10/27/21	N90129	TACH 182 HRS.	INSTALLED BAS, INC. TAIL PULL HANDLE IN ACCORDANCE WITH TPH-1 INSTALLATION INSTRUCTIONS PER STC# SA3815NM (SEE 337). NO CHANGE WEIGHT AND BALANCE.								
					CHARLIE WIXOM			IA			
10-27-21	REPLACED GILL G-25	WITH RG 25 CONCORE	CLEAN BATTER BOX								
182 HRS	OWNER										
TOTALS FORWARD											
TOTALS TO DATE											