

WITNESS STATEMENT

On 25th May, around 6pm, fellow pilots and instructors from Freeway, were having a barbecue on the deck, when we saw N6155K coming in to land on Runway 18. Mike Whitaker was the pilot in command. The first attempt he came in a little fast and high tried touching down but would not make it by the end of the runway. He wisely did a go around.

The 2nd attempt he came in a little high, well over the numbers and I observed he had a little too nose down for a flare, recovered just in time to land flat. With the accumulated speed without flaring enough on time had him balloon up again going into a porpoise hereafter. Good thing he was aligned with the runway and he porpoised $\frac{3}{4}$ down the runway, we heard a pop and the plane came shortly to a full stop. Mike Whitaker walked out safely.


Martanda Blancard.

5/27/15

Witness Statement

On Monday May 25th, 2015 at approximately 6:30pm local time myself and several others were sitting on the deck outside at Freeway Airport when N6155K made a first attempt at landing on Runway 18 before doing a go-around. On the second attempt, the aircraft landed in a slightly nose down attitude then bounced off of the runway and began to porpoise. Then, after the 4th or 5th porpoise, there was a loud pop and the aircraft came to stop in the grass on the left side of the runway shortly after.

Andrew Powers
Front Desk Manager
Freeway Aviation

Etcher Shawn

From: Rayner Brian
Sent: Wednesday, May 27, 2015 2:53 PM
To: Etcher Shawn
Subject: FW: 6155K accident @W00 - 25 MAY 2015

From: Thomas Gulino [REDACTED]
Sent: Wednesday, May 27, 2015 12:07 PM
To: Rayner Brian
Subject: 6155K accident @W00 - 25 MAY 2015

Hi Brian,

Matt Lindquist @Freeway passed your contact details to me. He told me you would like my description of events of the aircraft accident this past Monday:

Date: 25 MAY 2015
Time: ~1800 EDT
Conditions: Few -Scattered clouds @~4K AGL, no precip
Winds: South @10-15kts, occasionally quartering from the southwest
My Background: CFI/CFII w/~1000 hours total time
My location at time of accident: Outside wooden deck of W00 near FBO (~150 feet east of runway, 600 feet south of route 50)

Description of accident:

Pilot came into land on 18 but initiated a go-around halfway down the runway.

Second attempt @landing aircraft touched down about a third way down the runway but bounced up and remained in ground effect. It proceeded to oscillate (porpoise) as pilot attempted to transition from ground effect to slowing the aircraft on the runway and complete the landing.

Porpoising seemed to increase further down the runway.

Porpoising ended violently with the nose wheel being shot and aircraft stopped at the end of runway 18.

Aircraft remained on center line during second landing attempt.

After accident observers went to assist in removing aircraft from the runway w/W00 vehicle.

I went to W00 unicom to alert traffic to remain clear until aircraft was removed.

I did not speak to the pilot before/after the above event and do not know them personally.

If you need any thing else or have any questions, please let me know.

Thanks,

Tom Gulino