



PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY
Oshkosh ATCT

2. REPORT NUMBER
OSH-ATCT-0125

3. AIRCRAFT IDENTIFICATION AND TYPE
N6JR Beechcraft PRM1

4. LOCATION OF ACCIDENT/INCIDENT
Oshkosh, WI, Wittman Regional
Airport

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)
July 28²⁷, 2010, 2316 UTC

6. EQUIPMENT ATTACHMENT
 YES NO

7. NAME (OPERATING INITIALS)
Krause, DONALD C. (KZ)

8. TITLE
~~CPG~~ FLM

9. POSITION AND TIME (UTC)
OM 1730-2030

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

ORIGINAL SUPPLEMENTAL

On July 27²⁸, 2010 AT 2316z I was the Operations Manager (OM) in Oshkosh (OSH) Tower.

AT ABOUT 2315z I WAS ALERTED TO A GO-AROUND ON RWY 18R BY N6JR. I TURNED AND OBSERVED THE ACFT ALREADY EXECUTING THE GO-AROUND. THE ACFT APPEARED TO BE LOW AND SLOW. IT LOOKED AS IF N6JR WAS GOING TO SETTLE BACK DOWN TO LAND WHEN THE NOSE PITCHED UP AND THE ACFT ROLLED LEFT AND RIGHT, THEN APPEARED TO STALL AND CRASHED.

I IMMEDIATELY HAD SAN DICKS (FLM, NLC) CALL AN ALERT 3 ON THE GREEN FREQ. THEN PROCEEDED TO CLOSE ACFT DOWN AND CONTINUED MAKING NOTIFICATIONS

12. SIGNATURE OF WITNESS

(R)

13. DATE OF SIGNATURE

~~28~~ 7-28-10



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY

Oshkosh ATCT

2. REPORT NUMBER

OSH-ATCT-0125

3. AIRCRAFT IDENTIFICATION AND TYPE

N6JR Beechcraft PRM1

4. LOCATION OF ACCIDENT/INCIDENT
 Oshkosh, WI, Wittman Regional Airport

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)
 July ~~28~~²⁷ ~~2010~~^{was}, 2316 UTC

6. EQUIPMENT ATTACHMENT
 YES NO

7. NAME (OPERATING INITIALS)
 WALTER STOKES (SS)

8. TITLE
 CPC

9. POSITION AND TIME (UTC)
 SLC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

ORIGINAL SUPPLEMENTAL

As a member of TEAM 14 I WAS WORKING SOUTH LOCAL COMMUNICATOR, N6JR CALLED EAST OF WAR BIRD ISLAND. I GAVE INSTRUCTIONS TO REPORT WAR BIRD ISLAND. ASKED THE PILOT IF HE HAD A PREFERENCE TO WHICH RUNWAY HE WANTED. I INSTRUCTED HIM TO ENTER A LEFT BASE FOR 18R, ISSUED WINDS, AND THEN CAME BACK TO HIM TO REORIENT TURNING THE BASE ABEAM THE TOWER. HE WAS INSTRUCTED TO TURN NORTH ON THE DOWNWIND BECAUSE IT APPEARED HE WAS TOO CLOSE. WHEN HE WAS ON BASE HE ASKED "IS THIS GOING TO WORK?" I ANSWERED IN THE AFFIRMATIVE THINKING HE WAS ASKING ABOUT A PIPER CUB THAT WAS ^{PAST} ~~ON~~ DEPARTURE ROLL. THE AIRCRAFT ADVISED THAT HE WAS GOING AROUND AND I ISSUED TRAFFIC ON THE CUB THAT WAS AIRBORN AND OFFSET. I STOPPED THE TRANSMISSION AS IT APPEARED THE AIRCRAFT WAS TRYING TO SALVAGE THE LANDING. THE AIRCRAFT PITCHED UP AND APPEARED TO STALL WITH THE WING STRIKING THE GROUND FIRST AND THE AIRCRAFT SPINNING 180° SETTLING BACKWARDS. THE ABOVE STATEMENT IS TRUE TO THE BEST OF MY RECOLLECTION AT THIS TIME. I RESERVE THE RIGHT TO AMEND MY STATEMENTS AS MORE FACTS BECOME AVAILABLE TO ME.

12. SIGNATURE OF WITNESS

13. DATE OF SIGNATURE

7/28/2010



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY
 Oshkosh ATCT
 3. AIRCRAFT IDENTIFICATION AND TYPE
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2. REPORT NUMBER
 OSH-ATCT-0125

4. LOCATION OF ACCIDENT/INCIDENT
 Oshkosh, WI, Wittman Regional Airport

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)
 July ~~27~~²⁸ 2010, 2316 UTC

6. EQUIPMENT ATTACHMENT
 YES NO

7. NAME (OPERATING INITIALS)
 James B. Ventne (VE)

8. TITLE
 CPC

9. POSITION AND TIME (UTC)
 SIC TEAM 14 2300z

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT ORIGINAL SUPPLEMENTAL

ON July 27 2010 at approximately 2300z ~~we~~ N6JR reported in bound from the SE of Warbird island we instructed him to report the island we asked which way he preferred he said "way 18 or 27 would be OK" He was told to enter a left base to Rwy 18R we saw him getting too close to the Rwy for a safe downwind and told him to fly ~~up~~^(ve) northbound ~~on the~~ to start his downwind. He was then cleared to land Rwy 18R and given the winds when he was on a left base he asked "is this going to work" referring to a previous yellow cub departure. We said affirmative. As he made his turn to final or just before he made a transition that implied that he was going around. We acknowledge that and issued a caution for traffic. he appeared to be executing a go around then banked left and right then crashed.

The above statement is true to the best of my recollection at this time and I reserve the right to change my statement as more facts become available to me.

12. SIGNATURE OF WITNESS
 (R) [Redacted Signature]

13. DATE OF SIGNATURE
 07/28/2010



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY
 Oshkosh ATCT

2. REPORT NUMBER
 OSH-ATCT-0125

3. AIRCRAFT IDENTIFICATION AND TYPE
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4. LOCATION OF ACCIDENT/INCIDENT
 Oshkosh, WI, Wittman Regional Airport

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)
 July 28²⁰¹⁰, 2316 UTC

6. EQUIPMENT ATTACHMENT
 YES NO

7. NAME (OPERATING INITIALS)
 RONALD F. Schaefer

8. TITLE
 CPC

9. POSITION AND TIME (UTC)
 SLC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT ORIGINAL SUPPLEMENTAL

I am a member of Team 14 working South local control at time of incident. I was working as a spotter to the right of the Communicator. N6JR had called inbound to land at OSH, I got N6JR in sight and pointed him out to team members.

I did not look back at N6JR again until pilot asked if this was going to work. I informed Walter that the yellow CUB was departing and already airborne no problem. I then saw N6JR make hard left turn but missed the runway to the west of runway 18R. When pilot reported going around I told Walter yellow CUB was ahead and to the left no problem. Aircraft appeared to level but was going very slow. It looked like he was going to land but then crashed prior to P3 taxiway. The above statement is true to best of my knowledge at this time and I reserve the right to change my statement as more facts become available to me.

12. SIGNATURE OF WITNESS
 [Redacted Signature]

13. DATE OF SIGNATURE
 7/28/10



DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY

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3. AIRCRAFT IDENTIFICATION AND TYPE

N6JR Beechcraft PRM1

4. LOCATION OF ACCIDENT/INCIDENT
 Oshkosh, WI, Wittman Regional Airport

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)

July ~~28~~²⁷ 2010, 2316 UTC

6. EQUIPMENT ATTACHMENT

YES NO

7. NAME (OPERATING INITIALS)

Michael Moynihan (mm)

8. TITLE

CPC

9. POSITION AND TIME (UTC)

SLC 2300Z

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEANOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

ORIGINAL SUPPLEMENTAL

As a member of team 14 I was working as spotter for the South Local position. A premier jet called us on the warbird ~~arrival~~^{arrival} we gave the pilot the option of either Runway 18R or 27. He said either one was fine. The commanizator told the pilot to enter a ~~left~~^{left} left downwind for Runway 18R. When the aircraft was on left base a cub was departed on Runway 18R. The Premier pilot asked if this was going to work. The commanizator said affirmative. When turning base to final the aircraft appeared to be very low and went into a very steep turn to line up for the runway. The pilot said he was going around and ~~app~~^{app} appeared to executing it. The aircraft ~~appeared to be~~^{appeared to be} lowering its nose and looked as if it was going around. We told the aircraft ~~to~~^{to} use caution for the departing cub and that he was to the left of the premier. The Premier then looked like it was going to surge the landing and looked very uncoordinated, in a nose high attitude. I saw the right wing dip and ~~crash~~^{crash}. I knew it was going to crash, and initiated emergency procedures. We then started to ~~have~~^{have} the aircraft behind go around.

The above statement is true to the best of my recollection at this time. I reserve my right to change my statement as more facts become available.

12. SIGNATURE OF WITNESS

13. DATE OF SIGNATURE

7/28/10





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1. NAME OF REPORTING FACILITY
Oshkosh ATCT

2. REPORT NUMBER
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N6JR Beechcraft PRM1

4. LOCATION OF ACCIDENT/INCIDENT
Oshkosh, WI, Wittman Regional Airport

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)
July 28, 2010, 2316 UTC

6. EQUIPMENT ATTACHMENT
 YES NO

7. NAME (OPERATING INITIALS)
Craig Keed (CK)

8. TITLE
CPC

9. POSITION AND TIME (UTC)

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

ORIGINAL SUPPLEMENTAL

I was working at Mobile Fly by as a Flagman at P1 taxi way Rwy 18R. I saw the yellow Cub Depart Rwy 18R. I looked to the Base for 18R and saw the Jet turning short final. The Jet Flew over my head. I saw the Jet Flying low just west of Rwy 18R. I saw the Jet Dip right wing into the Ground and crash Land.

12. SIGNATURE OF WITNESS

13. DATE OF SIGNATURE

7/28/10



PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY

Oshkosh ATCT

2. REPORT NUMBER

OSH-ATCT-0125

3. AIRCRAFT IDENTIFICATION AND TYPE

N6JR Beechcraft PRM1

4. LOCATION OF ACCIDENT/INCIDENT
Oshkosh, WI, Wittman Regional
Airport

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)
July 28, 2010, 2316 UTC

6. EQUIPMENT ATTACHMENT
 YES NO

7. NAME (OPERATING INITIALS)
Ryan Pichs

8. TITLE
CPC

9. POSITION AND TIME (UTC)

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11. TEXT OF STATEMENT

ORIGINAL SUPPLEMENTAL

I was sitting on the ground saw Premier
6JR on left base Rwy 18R. 6JR turned
final low, slow and short. At that point I ran
towards the ditch and saw Premier 6JR crash
in grass downfield.

12. SIGNATURE OF WITNESS

Ryan Pichs

13. DATE OF SIGNATURE

7/28/10



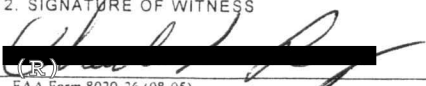
PERSONNEL STATEMENT

4. LOCATION OF ACCIDENT/INCIDENT Oshkosh, WI, Wittman Regional Airport	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC) July 28, 2010, 2316 UTC	6. EQUIPMENT ATTACHMENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
7. NAME (OPERATING INITIALS) <i>CHARLES L. ROSEY (CR)</i>	8. TITLE CPC	9. POSITION AND TIME (UTC)

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INLCUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT ORIGINAL SUPPLEMENTAL

I was working fly by. I observed the acct overfly my position and appear to go around. I observed the aircraft strike the ground. I had no contact with the aircraft

12. SIGNATURE OF WITNESS 	13. DATE OF SIGNATURE 7-28-10
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PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY
Oshkosh ATCT

2. REPORT NUMBER
OSH-ATCT-0125

3. AIRCRAFT IDENTIFICATION AND TYPE
N6JR Beechcraft PRM1

4. LOCATION OF ACCIDENT/INCIDENT
Oshkosh, WI, Wittman Regional
Airport

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)
July 28, 2010, 2316 UTC

6. EQUIPMENT ATTACHMENT
 YES NO

7. NAME (OPERATING INITIALS)
LEONARD WEIDNER (BT)

8. TITLE
CPC

9. POSITION AND TIME (UTC)

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

ORIGINAL SUPPLEMENTAL

WAS WORKING MOBILE UNIT. JET POINTED OUT TOME
ON DOWNWIND

PROMPTED COMMUNICATOR TO CLEAR AIRCRAFT ON RUNWAY
FOR IMMEDIANT TAKEOFF & SIDESTEP OFF RUNWAY.
DEPARTURE AIRCRAFT WAS CLEAR OF RUNWAY.

JET MADE A VERY LOW BASE TO FINAL TURN. JET
PASSED OVER MOBILE UNITS ON A GO AROUND.

I HAD A HEADSET ON AND DID NOT HEAR ENGINE POWER
SETTINGS.

12. SIGNATURE OF WITNESS

13. DATE OF SIGNATURE



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY
Oshkosh ATCT

2. REPORT NUMBER
OSH-ATCT-0125

3. AIRCRAFT IDENTIFICATION AND TYPE
N6JR BEECHCRAFT PRM1

4. LOCATION OF ACCIDENT/INCIDENT
OSHKOSH, WI WITTMAN REGIONAL AIRPORT

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)
JULY 27, 2010, 2316 UTC

6. EQUIPMENT ATTACHMENT
 YES NO

7. NAME (OPERATING INITIALS)
SCOTT STARIK (SS)

8. TITLE
FLM

9. POSITION AND TIME (UTC)

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26. PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

ORIGINAL SUPPLEMENTAL

WHILE SUPERVISING THE SOUTH LOCAL POSITION I HEARD N6JR INITIALLY REPORT INBOUND ON THE WARBIRD ARRIVAL ABOUT TEN MILES EAST OF THE ISLAND. I HEARD THE LOCAL CONTROLLER ADVISE N6JR TO REPORT OVER THE ISLAND AND I HEARD N6JR ACKNOWLEDGE. I HEARD THE LOCAL CONTROLLER ASK N6JR WHICH RUNWAY HE WOULD LIKE AND I HEARD N6JR REPLY "ONE EIGHT, OR TWO SEVEN WOULD BE OK". I HEARD THE LOCAL CONTROLLER TELL N6JR TO EXPECT RUNWAY ONE EIGHT AND REPORT OVER THE ISLAND. I HEARD N6JR REPORT OVER THE ISLAND. I HEARD THE LOCAL CONTROLLER ISSUE LEFT BASE AND LANDING CLEARANCE AND I HEARD N6JR ACKNOWLEDGE LANDING CLEARANCE. I HEARD THE LOCAL CONTROLLER INSTRUCT N6JR TO MAKE HIS BASE TURN ABEAM THE TOWER AND I HEARD N6JR ACKNOWLEDGE. I SAW N6JR ENTERING THE LEFT DOWNWIND AND COORDINATED HIS POSITION WITH THE MOOCOW. I HEARD THE LOCAL CONTROLLER INSTRUCT N6JR TO TURN NORTHBOUND ON THE DOWNWIND. I SAW A PIPER CUB TAXI ONTO THE RUNWAY AT THE SAME TIME N6JR TURNED BASE RIGHT AT THE TOWER. I THEN COORDINATED WITH THE MOOCOW THAT N6JR WAS TURNING BASE CLOSE IN. I OBSERVED THE PIPER CUB DEPART AND START A LEFT TURN. I SAW N6JR ON BASE AND HEARD THE PILOT ASK "IS 6JR OK WITH THIS?" I HEARD THE LOCAL CONTROLLER SAY "AFFIRMATIVE". I HEARD N6JR SAY "I DON'T THINK SO". I OBSERVED N6JR MAKE A STEEP LEFT TURN TO JOIN FINAL. I OBSERVED N6JR HAD OVERFLOWN FINAL AND APPEARED TO BE GOING AROUND. I OBSERVED^{SS} HEARD THE LOCAL CONTROLLER ISSUE TRAFFIC TO N6JR FOR THE PIPER CUB WHO WAS AHEAD TO HIS LEFT. I OBSERVED N6JR DROP HIS RIGHT WING AND STRIKE THE GROUND BETWEEN THE RUNWAY AND THE PARALLEL TAXIWAY.

12. SIGNATURE OF WITNESS

[Handwritten Signature]

13. DATE OF SIGNATURE

7/28/10



DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY
 Oshkosh ATCT

2. REPORT NUMBER
 OSH-ATCT-0125

3. AIRCRAFT IDENTIFICATION AND TYPE
 N6JR BEECHCRAFT DRMI

4. LOCATION OF ACCIDENT/INCIDENT

OSH KOSH, WI WITTMAN REGIONAL AIRPORT

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)

JULY, 27, 2010 2316 UTC

6. EQUIPMENT ATTACHMENT

YES NO

7. NAME (OPERATING INITIALS)

SCOTT STARK (SS)

8. TITLE

FLM

9. POSITION AND TIME (UTC)

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

ORIGINAL SUPPLEMENTAL

ADDENDUM TO STATEMENT INVOLVING N6JR FROM JULY, 27, 2010.

AFTER I HEARD N6JR SAY "IS 6JR OK WITH THIS" I OBSERVED THE PIPER CUB LEFT OF RUNWAY 18R AND NO FACTOR FOR N6JR^{SS} BETWEEN RUNWAY 18R & RUNWAY 18L, NO FACTOR FOR N6JR.

12. SIGNATURE OF WITNESS

[Handwritten signature]

13. DATE OF SIGNATURE

7/30/10