

RECORD OF	<input checked="" type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input type="checkbox"/> TELEPHONE CALL	TIME 10:00 AM	DATE 08/17/2011
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION				ROUTING	
				SYMBOL	INITIALS
Jefferson A. Riff and David M. Metz Aviation Safety Inspectors from the					
Houston Flight Standards District Office (FSDO)					
SUBJECT					
On Site investigation of Mid Air Collision of N16DD and N189DK 15 miles					
North West of Lone Star Executive Airport (CXO).					
DIGEST					
On August 13, 2011 at 12:23 PM Inspector Riff received a call to investigate a fatal mid					
air collision from his unit supervisor Mr. Wayne Radicke. Inspector Riff arrived at the					
FSDO and met Inspector Metz who had also been called by Supervisor Radicke to assist since					
there were two (2) aircraft involved.					
At approximately 14:25 arrived on scene and met with Texas Department of Safety (DPS)					
Trooper Dean [REDACTED] directed the inspectors to the accident site of N16DD. The site					
was in the Sam Houston National Forest and the national forest Service personnel were					
finishing up the forest fire containment activities. Members of the Montgomery County					
Sheriff's Department were also present.					
The N16DD crash site showed signs of a high angle low velocity impact breaking one pine					
tree and scraping others before coming to rest inverted directly next to the base of the					
tree. The aircraft appeared to be pointing to the northwest. The aircraft was completely					
consumed by fire and only large metal components such as the engine and wing spar box					
remained identifiable. The rest of the aircraft was badly burned.					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
On Scene findings indicate a mid Air Collision. Damage from the aircraft show that N189DK					
was on top and N16DD was below. N189DK show signs of the propeller striking a hard metal					
object and there is impact damage on the cowling, wing, elevator and main land gear					
DATE	TITLE	SIGNATURE			
08/18/2011	Aviation Safety Inspector	Jefferson A. Riff			

DIGEST (CONT.):

There was little evidence on scene to indicate whether the fire occurred pre or post impact.

At approximately 15:00 arrived on scene of the emergency landing site of N189DK. Members of the Montgomery County Sheriff's Department were present. The aircraft landed in a field approximately .3 miles southeast of the impact site of N16DD. The aircraft landing from south to north and came to rest in a low point of the field near a tree and a pond and was pointed approximately southwest..

The landing site of N189DK showed ground scars from the main landing gear and debris from the main landing gear fiberglass shrouds (wheel pants) was scattered along the landing path.

The aircraft N189DK showed signs of in-flight impact. The propeller blades were scared and dented from hitting what appeared to me hard metal and also contained dark red paint transfer. The left lower engine cowling had dents and paint transfer. The right elevator had been impacted from the front and from below, leaving an impact dent and disfiguring the elevator. The right wing leading edge had impact damage approximately $\frac{1}{4}$ of the span from the fuselage, as well as scrap marks and paint transfer on the bottom of the wing. The right main landing gear had a broken fiberglass covering and evidence of impact and dark red paint transfer and a flat tire. Did not determine on scene if the right flat was caused by in flight impact or upon landing. The left main landing gear had a broken and shattered fiberglass shell and was bent excessively. The left tire was flat and rolled from the wheel. Did not determine on scene if the landing gear damage was from impact from the ground or in flight.

At approximately 16:00 inspectors Riff and Metz spoke with Doug Knab at the farm house near the emergency landing site. Mr. Knab stated that he was flying in the "slot" position in a seven (7) aircraft formation when he felt like he was hit by something and his engine suddenly stopped. He further stated that there was an immediate fireball inside his cockpit and he thought his engine was on fire. Lastly he stated that he looked for and found a place to land and the plane ended up right where it is now. A photograph of his airman's and medical certificates was made and a contact phone number was obtained. Mr. Knab said he wished to receive medical treatment for his burns and then immediately left the scene.