



**Federal Aviation Administration**

Lake Hub  
Milwaukee Mitchell ATCT  
5330 S. Howell Ave.  
Milwaukee, WI 53207  
T [REDACTED]  
F 4 [REDACTED]  
E [REDACTED]

To: Jim Silliman  
  
Company: NTSB Chicago  
  
Phone: [REDACTED]  
  
Fax: [REDACTED]

**From:** Art Hillmer  
  
Title: Lake Hub Quality Assurance Specialist  
  
Date: 8/14/06

Pages w/cover: 6

Jim,

As requested during our phone conversation earlier today – here are the five controller statements obtained from OSH tower controllers on 7/30/06 pertaining to the taxiway accident involving CFNQP and the Grumman Avenger.

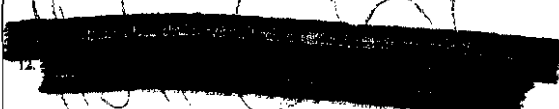
After checking, I received the OK to release this material from Central Terminal Service Quality Assurance – Vee Stewart. She stated in the future, however, that requests for this type material come first thru the FAA IIC.


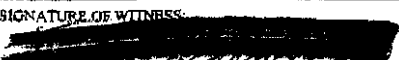
Regarding the question posed by the Avenger near the time of the accident – here is an unofficial transcript of those transmissions:

- 1707:28 oshkosh tower blue grumman avenger
- 1707:29 blue grumman avenger tower
- 1707:31 what's the departure frequency for one eight right
- 1707:39 one one eight point niner
- 1707:42 eighteen nine thank you
- 1707:43 you're welcome


Please keep us posted on the OSH "change proposals" meeting.

Art Hillmer

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: <b>OSH KOSH ATCT</b>	2. REPORT NUMBER: <b>OSH-ATCT-0116</b>
3. AIRCRAFT IDENTIFICATION AND TYPE: <b>CENQ7/RV6</b>			
4. LOCATION OF ACCIDENT/INCIDENT: <b>TXY P@OSH</b>	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): <b>7-30-06 1707 UTC</b>	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): <b>MICHAEL CABAGE (CE)</b>	8. TITLE: <b>ATCS</b>	9. POSITION AND TIME (UTC): <b>FLY BY MOBILE (NA)</b>	
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: <p style="text-align: right;"><input checked="" type="checkbox"/> ORIGINAL    <input type="checkbox"/> SUPPLEMENTAL</p> <p>           I OBSERVED AND HEARD THE WARBIRD TAXI INTO THE RV6, I BROADCAST ON MY FM THAT A BAD ACCIDENT HAD JUST HAPPENED ON THE TAXIWAY AND THAT SOMEONE NEEDS TO BROADCAST THE PROPER ALERT. THE ABOVE STATEMENT IS TRUE AND FACTUAL TO THE BEST OF MY KNOWLEDGE BASED UPON THE INFORMATION AVAILABLE AT THIS TIME. I DO NOT RECALL THE EQUIPMENT SETTINGS.         </p> <p style="text-align: right; font-size: 2em; font-weight: bold;">COPY</p>			
12. SIGNATURE: 		13. DATE OF SIGNATURE: <b>7-30-06</b>	

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: OSHKOSH ATCT	2. REPORT NUMBER: OSK-ATCT-0116
		3. AIRCRAFT IDENTIFICATION AND TYPE: G CFNRP / RV6	
4. LOCATION OF ACCIDENT/INCIDENT: Txy P at OSK	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 7/30/06 1707	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): TIM BANNER (TJ)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): Flyby Mable NA	
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:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>I heard a noise and looked down the Txy, I saw debris flying.</p> <p>I do not recall the equipment settings.</p> <p>The above statement is true and factual to the best of knowledge, base upon the information available to me at this time</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 7-30-06	


COPY

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: OSHKOSH ATCT	2. REPORT NUMBER: OSH-ATCT-0116
4. LOCATION OF ACCIDENT/INCIDENT: TXY P AT OSH		5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 7/30/66 1707 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
7. NAME (OPERATING INITIALS): JAY MOFFAT (ZQ)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): FLY BY-18 1707 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:		<input type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>MIKE CABAGE ALERTED US ON THE FM NET OF A INCIDENT HAPPENING ON THE TAXIWAY. I AVERTED MY ATTENTION FROM THE EAST NORTH EAST TO THE WEST NORTHWEST TO SEE A STREAM OF DEBRIS SAILING INTO THE AIR. I ALERTED THE TOWER <del>FM</del> ON THE FM NET AND STOPPED DEPARTURES UNTIL TOLD TO RESUME. I DO NOT RECALL THE EQUIPMENT SETTINGS. THE ABOVE STATEMENT IS TRUE AND FACTUAL TO THE BEST OF MY KNOWLEDGE, BASED UPON THE INFORMATION AVAILABLE TO ME AT THIS TIME.</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 7/30/06	

COPY

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: OSHKOSH ATCT (OSH)	2. REPORT NUMBER: OSH-ATCT-0116
		3. AIRCRAFT IDENTIFICATION AND TYPE: CFNQP/RV6	
4. LOCATION OF ACCIDENT/INCIDENT: Twy P at OSH	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 7/30/06 1707 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Bernard Bunche (BB)	8. TITLE: ATIS	9. POSITION AND TIME (UTC): NORTH LOCAL / N/A	
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:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>I do not recall the equipment settings at the time of the accident. The following statement is true and factual to the best of my knowledge, based upon information available to me at this time. An aircraft called OSH tower on 118.5 using the call sign Blue Avenger. He requested the frequency for Runway 18 R departures. I issued the frequency 118.9</p>			
12. SIGNATURE OF WITNESS:		13. DATE OF SIGNATURE: 7/30/06	

COPY

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>	1. NAME OF REPORTING FACILITY:	2. REPORT NUMBER:
	OSH OSHKOSH ATCT OSH-ATCT-0116	
	3. AIRCRAFT IDENTIFICATION AND TYPE: CFRP/RV6	

4. LOCATION OF ACCIDENT/INCIDENT: TWP AT OSH	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 07-30-06	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
7. NAME (OPERATING INITIALS): Roy Wiege RW	8. TITLE: ATIS	9. POSITION AND TIME (UTC): TEAM LEAD NORTH LOCAL/NA

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


#6 I do NOT RECALL THE EQUIPMENT SETTINGS.

I WAS WORKING NORTH LOCAL AT OSH, AS TEAM LEAD MONITORING BB. A BLUE BRUMMAN AVENGER ASKED FOR RWY 18 DEPARTURE FREQUENCY. SHORTLY AFTER THAT I SAW A BLUE AVENGER PROP SCATTERING DEBRIS OF AN AIRCRAFT.

THE ABOVE STATEMENT IS TRUE AND FACTUAL TO THE BEST OF MY KNOWLEDGE, BASED UPON THE INFORMATION AVAILABLE TO ME AT THIS TIME.

END OF STATEMENT.

COPY

12. SIGNATURE OF WITNESS: 	13. DATE OF SIGNATURE: 07-30-2006
--	--------------------------------------

## **TBM PILOT – PAUL REDLICH INTERVIEW**

Present

Robert Gessert – FAA

John Pinnow – FAA

Paul Redlich – Pilot

Diane S Redlich – Passenger

Unidentified family friend of Paul Redlich

Unidentified representative of the sheriff's department

Notes initially taken and electronically recorded by John Pinnow

Interview conducted by Robert Gessert

**Time of Accident 17:07 GMT which was 12:07 PM Local**

### **Pilot of TBM**

Paul Martin Redlich

Cert # [REDACTED]

Commercial ASEL INST GLIDER G-TBM

Date of Issue 07/22/2006

### **Medical Information**

Class II

Date of Issue 03/29/2005

### **Pilot Experience**

Time in Type 25 hours

Last 90 days 10 hours

Total Time 2500 hours

### **Recurrent training or checks**

Pilot said he “conducts safety seminars at OSH”

Has not been involved in the WINGS program

March 2005 was his last official BI-ANNUAL flight review

### **Address for Aircraft**

Tri State Warbird Museum

4021 Borman

Batavia, OH 454103

### **TBM Pilot's Passenger/Wife Information and Statements**

Diane S Redlich

Private pilot but not current

-“... luggage flying about was first sign of impact.”

-When impact occurred she was looking at aircraft on left “a B25, a Pitts, and a jet (L39)”

-Feels accident could have been avoided by not mixing up of big and small aircraft and if marshallers would have been provided during taxi to the runway.

### **Paul's Statements**

-ten minutes from start to accident

-on no medications

-Aircraft is flown from front.

-Intended flight was from OSH to I69 Claremont, OH (Batavia)

-Received pilot brief at OSH and was planning on flying VFR

Mornings activities were:

1. wx brief
2. 11 30 am - unpack/preflight aircraft
3. marshaled engine start and warm up
4. taxi south of warbird tower – Papa 1 taxiway to depart runway 18.

-Saw white tundra high wing with tundra written on wing turn off right and pull up parallel to taxiway.

-At this time TBM stated that he had “100 yards of free pavement” to taxi ahead.

### **Other quotes of TBM pilot**

-When asked if there were any distractions during the taxi operation he said “While I was taxiing there were aircraft coming in and crossing (the taxiway)”.

- When asked about his taxi speed he said “I was taxiing very slowly forward.”.

- When asked what the speed of his prop was he stated “The RPM was right around 800 RPM”

- When asked if there are mechanical issues with aircraft he stated “Aircraft is in perfect working condition, nothing, nothing wrong with it.” And “Brakes are good”. And “No mechanical issues”

- He further stated without further questioning about his taxiing “I was taxiing at a walking pace”

- When asked if he heard himself hit the RV6 he replied “My first indication was hearing something and seeing debris flying.” He then asked himself “What is happening?” and “saw people come running.” He then “closed throttle, turned off switches... the mag switches, and stopped the airplane.”



## **RV6 PILOT -- DONALD REED INTERVIEW**

Present

Robert Gessert - FAA

John Pinnow - FAA

Donald Reed - Pilot

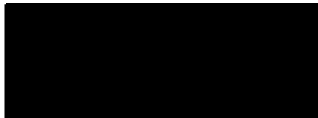
Notes initially taken and electronically recorded by John Pinnow

Interview conducted by Robert Gessert

**Time of Accident 17:07 GMT which was 12:07 PM Local**

### **Pilot of RV6**

Donald William Reed



DOB [REDACTED]/1947

US Cert # [REDACTED]

Private ASEL

Issued 08/03/1999

### **Medical Information**

Class III

DOI 03/05/2002 with renewal on 03/28/2006

Glasses must be worn

### **Pilot Experience**

Time in Type 25 hours

Last 90 Days 50 hours

Total Time 400 hours

### **Recurrent training or checks**

Safety seminar in spring of 2005

No WINGS program

### **RV6 Pilot's Passenger Information**

Gary Palmer



[REDACTED]  
Canada  
[REDACTED]

### **Aircraft Information**

1993  
340 AFT1  
Q320B2A 160 HP  
Conventional Gear

### **Previous 24 Hour Timeframe**

12:00 OSH grounds – Lunch – Ice Cream – Apple  
13:00-14:00 John Richter's presentation on wiring  
14:00 Visited buildings A,B,C,D – vendors  
16:30 Homebuilders get together  
Looked at planes  
17:30 Regrouped with homebuilders  
Checked email – took pictures  
Went to Friar Tuck's for dinner  
23:00 retired for evening  
Morning - checked wx at FAA building  
07:30 Warbirds café  
Waited for wx to clear  
Packed up  
Took stuff to friends to be transported home  
Taxied out behind and followed green/white tundra under own power and then "grey aircraft" after tundra turned off.  
Watched B25 takeoff

### **Pilot Statements**

"Didn't know TBM was behind him"  
"Do not remember if stopped or not when hit by TBM"  
Route of flight was to be OSH to CYZE (Gorebay, Canada)