



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region

Record of Telephone Conversation

Person Interviewed: Rich Maisano - Pilot

Date: August 8, 2016

Subject: CEN16LA283

Discussed his injuries and his recovery. Currently in rehab facility.

He stated he pretty much remembers the events of the flight.

They departed Watertown, WI, and followed the NOTAM arrival procedures turning at Ripon.

ATC asked the lead airplane (John) to rock his wings for confirmation. Flight of two.

ATC cleared flight of two for left base to runway 36L.

He was following John off his right side. He was trying to stay $\frac{1}{4}$ to $\frac{1}{2}$ mile behind John.

One left base they were told to turn final and were cleared to land on the purple dot on runway 36L.

They turned final and he slowed down to maintain spacing. There was a crosswind so he kept the speed at 65 – 75 knots and only used 10 degrees of flaps.

On short final he heard ATC say canard traffic on final for 36L you were cleared to land on 36R.

He started looking for the canard airplane and while doing this got too close to John in the lead airplane. Estimated the nose of his airplane was midspan of John's wing and about 50 feet behind him.

He reduced the engine power and pitched up to bleed airspeed in order to increase the distance between the airplanes. While doing this, his airplane got behind the lead airplane instead of to the right.

He believes he got into the wake turbulence from the lead airplane because his airplane backed sharply to the left then to the right. He tried to react to the banking, but he felt the airplane go into a spin with the left wing dropping. He pushed right rudder and relaxed the stick.

He doesn't remember the angle of attack or what the airspeed was at this point.

He recalls the ground coming up and the airplane starting to rotate. He doesn't remember contacting the ground.

The next he remembers is coming to, releasing his seatbelt and trying to get out of the airplane, but his leg was stuck.

Rescue personnel got there in a minute or two and lifted the wreckage by hand and assisted him out of the wreckage.

He has about 400 hours of flight time. The flights in the Bristell are mostly short flights with a lot of landings.

He never did see the canard airplane that ATC referred to .

This was his first time flying into Oshkosh during AirVenture. There was a lot to pay attention to and things happen very fast.

He turned the GoPro camera on prior to departing Watertown and it was mounted on the left wing.

Pamela S Sullivan

National Transportation Safety Board

Air Safety Investigator



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Record of Telephone Conversation

Person Interviewed: John Rathmell - Pilot

Date: 7-25-2016

Subject: – CEN16LA283

The accident airplane was one of two airplanes that were flying together. He was flying one airplane and Richard was flying the other. They flew from Mansfield, OH to Watertown, WI. The airplane was topped with fuel at Watertown.

He was flying the lead airplane and Richard was in the trailing airplane as they made the approach into OSH. They were following a Cessna in the pattern. While in the pattern there was an airplane with a canard that overtook them on final approach. It looked like the airplane was going to land in front of them and at the last minute the airplane veered to the right for runway 36R.

They were cleared to land on the purple dot. He landed and looked back and didn't see Richard. He heard the announcement that the airport was closed and assumed it was the canard airplane that had crashed.

They maintain 65 on final and 55 over the numbers.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator