

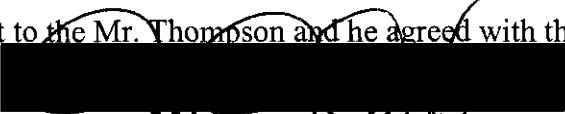
STATEMENT

Clyde M. Thompson III

Kennesaw, Georgia 30152

Mr. Thompson stated he was the pilot of N5335K and was located in the left front seat at the time of the accident. Mr. Taylor P. Turner a commercial pilot passenger was located in the right front seat. Both of them were wearing seatbelts and shoulder harness at the time of the accident. No flight plan was filed for the VFR personal flight. They departed Perry, Florida at about 1303 EST for the VFR flight to Lakeland, Florida. Upon arrival they initiated the War Bird arrival but had hold due to traffic. They were eventually informed by the controller to sequence themselves for a right downwind to runway 09R. They entered the downwind and landed on runway 09R and was on landing rollout when he felt the airplane being pushed forward and then heard a loud crash towards the rear of the airplane. The airplane pitched forward on its nose gear. They looked rearward and to the left and saw the nose section and canopy of the Extra over their left wing. The airplane continued rolling down the runway and he initiated an emergency shutdown. The airplane came to rest just off the right side of the runway. He and his passenger exited the airplane unassisted and uninjured. When asked if the airplane experienced any pre-crash mechanical failure or malfunction of the airframe, engine assembly and accessories or the flight control system before the collision, Mr. Thompson stated no.

Read the statement to the Mr. Thompson and he agreed with the statement.


Carroll A. (Corky) Smith
Senior Air Safety Investigator
April 6, 2002

Incident Report
Extra 300 vs. Navion
April 6th, 2002

Report By:
Bill Johnson

Woodstock, Ga, 30188

Private MEI, Sea, Cert. #
2200+ Total Time
10 Year Participant Sun & Fun / Oshkosh

Recount of event:

I was positioned at the fence line of the campers just southwest of the approach end of 9R. I had been observing the standard arrivals for approximately 1 1/2 hours with a handheld selected to the tower frequency, 127.70.

I watched the arrival of the T-6 formation, and, as a typical user of the warbird arrival, was intent to see the interaction of the standard arrivals with the T-6 formation that included approx. 18 T-6's and 2 B-25's.

As is the practice at the fence, myself and a group of friends were critiquing the various arrivals, the nature of the pattern, etc. At this time I saw the Navion on final for 9R (Warbird arrival) and noticed that two Extra 300's in formation had slid from 9L to 9R. I do not remember hearing any radio or tower instructions at the time. We immediately commented on the proximity of the Extra's to the Navion and commented that this was not good as we knew the Extra's had a much higher closer rate than the Navion and were going to run him over. The Extras closed within 200 feet of the Navion as he was touching down in the numbers of 9R. The Extras were obviously slow and washing around and continued to close with the Navion.

As the Navion was touching down, the Extra wingman (#2 ship) initiated a "go around" and passed on the right side of the Navion. The Extra's were within 100-300 feet of the Navion at this point. The lead Extra continued to press the Navion on its left side or to the Extra's right side or 1:00 position. He appeared to be trying to continue to slow down and land behind and to the left of the Navion.

The Extra continued to press the Navion. As the Extra started to come abeam of the Navion that was now rolling out, it appeared at first that he was finally going to initiate a go-around and/or land in front of the Navion. It was at this time that the Extra which was close aboard to the Navion apparently stalled and rolled right into (from my angle) what appeared to the wing root and cockpit area of the Navion. At the same time, the tail of the Navion lifted off the ground as the Extra impacted on the left side of the plane. The appeared to be nearly knife edge in a right roll when it hit the Navion.

The Extra bounced off the Navion and came to rest on the North side of 9R in the grass. The Navion continued down the runway with what looked like the entire empennage section either knocked off or dangling aft of the cockpit area.

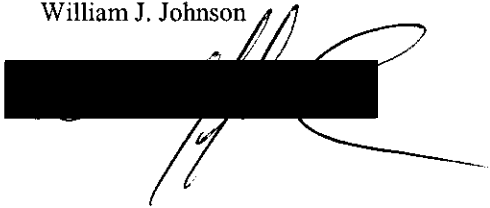
Personal Observation & Comment:

There was a lot of activity at the time of the accident with numerous Sun & Fun arrivals on 9L as well as a significant number of Warbirds recovering on 9R. I noticed the Extra's sliding from one 9L to 9R almost immediately. It appeared to me that they were either closing someone on 9L or they wanted the wider runway to do a formation landing. The 2 Extra's were in close formation all the way to the numbers. The Extra's appeared intent on pressing their formation landing and it was very late (approaching the numbers)

when the wingman initiated his go around. The lead Extra continued to press his approach, in my opinion, believing he could land short of the Navion that was now rolling out and decelerating. My hip shot is the guy, not knowing the characteristics of a Navion (Speeds, deceleration, etc) believed he could slide in behind the Navion. You could see him getting slower and slower, nose higher, and as he came abeam the Navion he stalled and rolled right where he impacted the Navion.

Later in the afternoon we learned the identity of the Extra pilot. He happens to be located and based in the same area as the pilots and myself involved in the Navion. While I do not personally know this individual, many people are familiar with him and he has a reputation for having an aggressive and cavalier attitude with respect to flying and procedures. It is my understanding that he has been involved in numerous incidents that may or may not be reported. These comments are from people who know this individual and indicate his actions yesterday are consistent with previous behavior.

William J. Johnson

A handwritten signature in black ink is written over a solid black rectangular redaction box. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Statement

Michael A. Smith

Fort Lauderdale, Florida 33326

Mr. Smith stated on 04/06/02 that he was working as the co-chairman ground safety for EAA. He was traveling westbound on taxiway P and looking towards the approach end of runway 09 left and 09 right. He observed the Navion on final to runway 09 right about 10 feet in the air. He observed two Extra airplanes that appeared to be in formation behind the Navion on 09 right and initially thought they were going to make a formation landing. The two Extra airplanes appeared to be closing on the Navion. One of the Extra airplanes initiated a go-around. The Navion touched down and was rolling out. The Extra moved to the left slightly and collided with the Navion separating its tail. The Navion continued down the runway with its tail dragging behind the airplane on the runway. The Extra continued to the left and came to rest on its nose.

Read the statement to Mr. Smith and he agreed with the statement.

Carrol A. (Corky) Smith
Senior Air Safety Investigator
April 6, 2002

April 10, 2002

From : Pat D. Caudill
Support Specialist, Tampa ATCT

To: Carrol A. (Corky) Smith
Senior Air Safety Investigator, NTSB

Due to the fact that there were no sustained injuries during the ground collision of N5335K and N125EX on April 5, 2002, it was determined that drug testing would not be conducted for FAA Certified Professional Controllers.

Pat D. Caudill

LAL-ATCT-

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
LAKELAND AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be 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.

This statement concerns the accident involving *N5335K and N125EX*
at *Lakeland Linder*, on _____ at _____ UTC.

My name is *Mark A. Ireson (MX)*. I am employed as an *Air Traffic Controller*
by the ~~City of Lakeland~~ at the *Lakeland Linder Regional Airport*
I was working the *Local North* position from _____ to _____

Text of statement: *I was working the local North position and all the arrivals from Lake Parker. I made two blanket broadcasts within seven ~~minutes~~ minutes of the accident telling all aircraft on my frequency that they would be landing on Runway 9L. I did not see the Extra 300 until after the accident.*

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature] *4-6-2002*

Signature and Date

LAL-ATCT-

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
LAKELAND AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident involving

at _____, on _____ at _____ UTC.

My name is JON C PAWECKO (JC). I am employed as an ATC

by the City of Lakeland at the LAKELAND LINCOLN TOWER

I was working the GROUND/SOUTH LOCAL position from 2051 to

Text of statement:

I WAS WORKING THE GROUND/SOUTH LOCAL POSITION SEQUENCING AIRCRAFT ON THE WALBIRD ARRIVAL AND IFR ARRIVALS FROM THE WEST. I WAS ADVISED THERE WAS AN ACCIDENT ON RWY 9R, AT THAT POINT I ADVISED INBOUND AIRCRAFT OF THE CLOSED RWY AND ASKED IF THEY COULD ACCEPT THE SMALLER RUNWAY 9L.

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature and Date

4-6-02

~~LAL-ATCT-027 CL~~
~~0 CL~~
~~N5335K AND N125EX CL~~

LAL-ATCT-028
N5335K AND N125EX

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
LAKELAND AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75, Personnel Statements.

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This statement concerns the accident involving *N5335K and N125EX*
at *Lakeland Linder Airport*, on *4/6/2002* at *2056* UTC.

My name is *Mark A. Ireron (MX)*. I am employed as an *Air Traffic Controller*
by the City of Lakeland at the *Lakeland Linder Regional Airport Temporary Tower*
I was working the *Local North* position from to

Text of statement: *I was working the local North position and all the arrivals from Lake Parker. I made two blanket broadcasts within seven minutes of the accident telling all aircraft on my frequency that they would be landing on Runway 9L. I did not see the Extra 300 until after the accident. I do not remember what the various settings of the operational equipment were at the time of the accident.*

I certify, to the best of my knowledge and recollection, the above statement is correct.

Mark A. Ireron 4-6-2002

Signature and Date

LAL-ATCT-⁰²⁸~~027~~CL
N5335K AND N125EX

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
LAKELAND AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident involving N5335K AND N125EX
at LAKELAND LINCOLN APT, on 4/6/02 at 2054 UTC.

My name is JON C PAWECKO (JC). I am employed as an ATC
by the JCP City of Lakeland at the LAKELAND LINCOLN TOWER

I was working the GROUND/SOUTH LOCAL position from 2051 to

Text of statement: I WAS WORKING THE GROUND/SOUTH LOCAL POSITION
SEQUENCING AIRCRAFT ON THE WABIRD ARRIVAL AND
IFR ARRIVALS FROM THE WEST. I WAS ADVISED THERE
WAS AN ACCIDENT ON RWY 9R, AT THAT POINT I
ADVISED INBOUND AIRCRAFT OF THE CLOSED RWY AND ASKED
IF THEY COULD ACCEPT THE SMALLER RUNWAY 9L.
I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL
EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.


4-6-02
Signature and Date

LAL-ATCT-

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
LAKELAND AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident involving N533SK - N125EX

at LAKELAND RPTG. AIRPORT on 04-06-02 at 2054 UTC.

My name is KENNETH C. MCCONALLY (BC). I am employed as an AIR TRAFFIC CONTROLLER

by the City of Lakeland at the FEDERAL AVIATION ADMINISTRATION - TEMP. TOWER - LAKELAND FL.

I was working the MONITORING THE LOCAL SOUTH position from 2051Z to 2059Z

Text of statement:

I WAS WORKING THE LOCAL SOUTH POSITION UNTIL 2051Z. AT THAT TIME I WAS RELIEVED OF THE POSITION AFTER BRIEFING THE NEXT CONTROLLER. APPROX. 3 MINS. LATER WHILE I WAS STILL ^{STANDING} BETWEEN LOCAL NORTH AND LOCAL SOUTH THE ACCIDENT HAPPENED. I DID NOT SEE THE EXTRA 300 UNTIL AFTER THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature and Date

4-6-02

~~LAL-ATCT-0-CL~~
~~N5355K AND N125EX-CL~~

LAL-ATCT-028
N5335K AND N125EX

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
LAKELAND AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75, Personnel Statements.

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at *Lakeland Linder Airport*, on *4/6/2002* at *2056* UTC.

My name is *Mark A. Ireson* (MX). I am employed as an *Air Traffic Controller*
by the City of ~~Lakeland~~ *Lakeland Linder Regional Airport Temporary Tower*
I was working the *Local North* position from _____ to _____

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I certify, to the best of my knowledge and recollection, the above statement is correct.

 *4-6-2002*

Signature and Date