

Incident Report

WINNEBAGO COUNTY SHERIFF'S OFFICE

OSHKOSH, WISCONSIN 54901

Incident Number: WI10-002829

Incident Summary

Incident Type: AIRPORT ALERT
Inc Occurred Address: ██████████ OSHKOSH, WISCONSIN 54902
Inc Occurred Start: 07/27/2010 18:17 Inc Occurred End:
Domestic: N Bias Motivation: Gang Related: N
Other Agency: Reported Date/Time: 07/27/2010 18:17
Reporting Officer: HANDRICH, DIANE Primary Assigned Officer: PATROL, FOLLOWUP
Case Status: Clearance: Clearance Date/Time:
Jurisdiction:

Offenses

Statute Code: ACCPLA Enhancers:
Statute Desc: PLANE ACCIDENT
Counts: 1 Statute Severity:

Officers

Event Association	Emp#	Badge#	Name	Squad#
PRIMARY REPORTING OFFICER	██████	██████	HANDRICH, DIANE	
BACKUP UNIT	██████	██████	DALLENOGARE, TIMOTHY	
BACKUP UNIT	██████	██████	VINJE, BRADLEY	
BACKUP UNIT	██████	██████	TIMM, RONALD	
BACKUP UNIT	██████	██████	ROTH, DAVID	
SUPERVISOR	██████	██████	MACK, DAVID	
ASSISTING OFFICER	██████	██████	SEILER, LORI	
ASSISTING OFFICER	██████	██████	PUTZER, DARREN	
PRIMARY ASSIGNED OFFICER			PATROL, FOLLOWUP	
ASSISTING OFFICER	██████	██████	LUKER, DUANE	

List of Attachments

Type:	Report ID:	Report Date:	Report Summary:
PROPERTY/EVIDENCE FORM STATEMENTS			Brenda Stricklin NEIL K. NORTHINGTON Robert Reckert
PHOTO LOG			x5

Persons Involved

Person#: 0001 MNI: ████████
Event Association: VICTIM Contact Date/Time: 07/27/2010 18:19
Name: ROUSH, JACKIE ERNEST
DOB: ████████ Age: 68 - 68 Sex: MALE Race: WHITE
Height: ████████ Weight: ████████ lbs Eye Color: BROWN Hair Color: GRAY
Phone Type 1: CELL Phone# 1: ████████ Ext 1:
Phone Type 2: Phone# 2: ████████ Ext 2:
Occupation: Employer/School:

Person address(es)

Address: ██████████ MICHIGAN 48167

WINNEBAGO COUNTY SHERIFF'S OFFICE

OSHKOSH, WISCONSIN 54901

Incident Number: WI10-002829

Persons Involved

Person#: 0002 MNI: [REDACTED]
Event Association: VICTIM Contact Date/Time: 07/27/2010 18:17
Name: STRICKLIN, BRENDA KAY
DOB: [REDACTED] Age: 61 - 61 Sex: FEMALE Race: WHITE
Height: [REDACTED] Weight: [REDACTED] lbs Eye Color: BLUE Hair Color: BLONDE
Phone Type 1: HOME Phone# 1: [REDACTED] Ext 1:
Phone Type 2: Phone# 2: [REDACTED] Ext 2:
Occupation: Employer/School:

Person address(es)

Address: [REDACTED] MICHIGAN 48170

Person#: 0003 MNI: [REDACTED]
Event Association: WITNESS Contact Date/Time: 07/27/2010 18:30
Name: NORTHINGTON, NEIL KEMPER
DOB: [REDACTED] Age: 54 - 54 Sex: MALE Race: WHITE
Height: [REDACTED] Weight: [REDACTED] lbs Eye Color: HAZEL Hair Color: BROWN
Phone Type 1: HOME Phone# 1: [REDACTED] Ext 1:
Phone Type 2: Phone# 2: [REDACTED] Ext 2:
Occupation: Employer/School:

Person address(es)

Address: [REDACTED] TEXAS 77583

Person#: 0004 MNI: [REDACTED]
Event Association: WITNESS Contact Date/Time: 07/27/2010 18:32
Name: RECKERT, ROBERT H
DOB: [REDACTED] Age: [REDACTED] Sex: MALE Race: WHITE
Height: [REDACTED] Weight: [REDACTED] lbs Eye Color: BLUE Hair Color: BROWN
Phone Type 1: CELL Phone# 1: [REDACTED] Ext 1:
Phone Type 2: HOME Phone# 2: [REDACTED] Ext 2:
Occupation: Employer/School:

Person address(es)

Address: [REDACTED] CONNECTICUT 06029

Incident Report

WINNEBAGO COUNTY SHERIFF'S OFFICE

OSHKOSH, WISCONSIN 54901

Incident Number: WI10-002829

Vehicles Involved

Vehicle#: 0001
Event Assoc: INVOLVED IN ACCIDENT
Vehicle Type: O Year: Vehicle Status: INVOLVED
VIN: RB-161 License#: N6JR Make: Model:
Style: Prim Color: GRAY State: Expires On:
Status Dt/Tm: 07/27/2010 18:17 Status Value: Recovered Date: Ter Color:
NCIC Date: Recovered Value:
NCIC#: NCIC Reported By:
NCIC#: NCIC Cancelled:

Businesses Involved

Business # 0001
Event Association: BUSINESS
Business Name: EAA Business Type: OTHER
Phone Type 1: BUSINESS Phone# 1: Ext 1:
Phone Type 2: BUSINESS Phone# 2: Ext 2:

Business address(es)

Address: WISCONSIN 54902

Business # 0002
Event Association: GOVERNMENT
Business Name: FEDERAL AVIATION ADMINISTRATION Business Type: GOVERNMENT OFFICE
Phone Type 1: BUSINESS Phone# 1: Ext 1:
Phone Type 2: BUSINESS Phone# 2: Ext 2:

Business address(es)

Address: MILWAUKEE, WISCONSIN 53207

Business # 0003
Event Association: GOVERNMENT
Business Name: NATIONAL TRANSPORTATION SAFETY BOARD Business Type: GOVERNMENT OFFICE
Phone Type 1: BUSINESS Phone# 1: Ext 1:
Phone Type 2: CELL Phone# 2: Ext 2:

Business address(es)

Address: DENVER, COLORADO 80239

Address: WEST CHICAGO, ILLINOIS 60185

Property Involved

Property # TD1 Evidence: Yes Evidence#:
Event Assoc/Orig status: SEIZED Original Status Date: 7/27/2010 20:15:00 Original Value:
Current Status: EVIDENCE Current Status Date: 7/27/2010 20:15:00 Current Value:
Property Type:
Description: LEGAL BLOOD
Make/Brand: Model:
Color: Quantity: 1
Serial/Lot#: Owner Applied#:
NCIC Date: NCIC Reported By:
NCIC#: NCIC Cancelled:

WINNEBAGO COUNTY SHERIFF'S OFFICE

OSHKOSH, WISCONSIN 54901

Incident Number: WI10-002829

Narratives

ENTERED DATE/TIME: 7/28/2010 06:34:17
NARRATIVE TYPE: INITIAL NARRATIVE
SUBJECT: INITIAL - HANDRICH - 07/27/10
AUTHOR: HANDRICH, DIANE

PLANE ACCIDENT

07/27/10 1820 HOURS OFF. D. HANDRICH

I arrived at Runway 18 and the P-1 Taxiway in regards to an airplane crash. At this time, the airplane was facing in a northeast direction, with the belly of the plane on the ground and 3/4 of the back portion of the plane by the tail was damaged. I could hear that the engines were still running. The Oshkosh Fire Dept. was also on scene.

When I looked at the airplane, on the east side of it as it was facing northeast, I could see a gentleman hanging his head out the window. The airplane jets were still running at this time, therefore, no one went to the airplane yet. I did not observe any parties leaving the airplane. The airplane tail number was N6JR, a gray Raytheon Aircraft Co. model 390, registered to Roush Fenway Racing Corp. LLC, Concord, NC 28027-7116. The registration date was 07/18/07. It did not specify what kind of aircraft this was. When NTSB came on scene, they stated it was a Beechcraft Premier jet.

When I arrived on scene, Dep. Roth and Dep. Timm were behind me. At this time, there was a flight line person close to me. I asked him if he had witnessed what happened and he stated yes, that he ran out of the way to avoid being hit. The individual who Dep. Roth later received a written statement from stated that the plane was coming in for landing on Runway 18, which was a north/south direction, and was coming in from the north and landing south since the wind was southwest from 3 MPH up to 12 MPH. This individual verbally stated to me that it looked like the plane was going to land and then all of a sudden decided not to land and started to pull up but was unable to do so, losing control with the right wing hit the ground. This individual indicated the plane then lost control, going into the grass area off Runway 18, through a ditch where it overturned and then landed facing upright in a northeast direction.

Dep. Roth, again, took a written statement from this flight line individual who had witnessed the accident. I asked Dep. Timm to take pictures of the accident scene when the fire department advised it was okay to approach the scene. I also was able to capture this scene on my Arbitrator system.

I then got a hold of family members who were near the accident scene. They stated there were two individuals on the scene. The pilot was identified as Jackie (Jack) Ernest Roush, M/W DOB: Mich. 48167-8972, Mich. 48167-8972. The family members stated the other individual, the passenger, was Brenda Stricklin, who they believed lived in Plymouth, Mich. Later on, NTSB let firefighters take the female's purse off the airplane. She was identified through her Mich. driver's license as Brenda K. Stricklin, F/W DOB: Mich. 48170-1554,

Incident Report

WINNEBAGO COUNTY SHERIFF'S OFFICE

OSHKOSH, WISCONSIN 54901

Incident Number: WI10-002829

NTSB personnel arrived on scene and I was given her business card, which identified her as Jennifer S. Rodi, [REDACTED] Denver, Colo. 80239, [REDACTED]. Jennifer was listed as an Air Safety Investigator through the National Transportation Safety Board. FAA personnel also arrived on scene and he was identified as Peter Corrao, Principal Avionics Inspector through Milwaukee Flight Standards District Office at [REDACTED] Milwaukee, Wis. 53207, [REDACTED]. Peter Corrao advised he would be going to Camp Scholler to download this video onto his computer.

Dep. Seiler [REDACTED] also stated that she had talked to a witness and also that another individual had photography of the incident. This information was passed along to NTSB and FAA personnel.

I was informed by Oshkosh Fire Dept. personnel that Jack Roush was going to be transported to Theda Clark Medical Center, since he had facial injuries, and that Brenda Stricklin was going to be transported to Mercy Medical Center, since she had minor injuries. At this time, I was unable to talk to the pilot, Jack Roush, nor to the passenger, Brenda Stricklin, since they were receiving medical attention. Dep. Vinje [REDACTED] talked to Stricklin at Mercy Medical Center and Dep. Dallenogare [REDACTED] went to Theda Clark Medical Center to speak with Roush. Directions were given to the family members for both hospitals. Supplemental reports will be completed by the deputies involved in this incident.

SUMMARY

On 07/27/10 at 1815 hours, an airplane coming in for landing on Runway 18 crashed, causing significant damage to the airplane and causing injury to the pilot and passenger. The airplane tail number was N6JR on a gray Beechcraft Premier jet.

The pilot was Jackie (Jack) Ernest Roush, M/W DOB: [REDACTED], [REDACTED] Mich. 48167, [REDACTED], and the passenger was Brenda K. Stricklin, F/W DOB: [REDACTED], [REDACTED] Mich. 48170, [REDACTED]. Both Roush and Stricklin received injuries. Stricklin was transported to Mercy Medical Center and Roush was transported to Theda Clark Medical Center. Deputies Dallenogare and Vinje made contact with both subjects, with Dep. Dallenogare speaking to Roush and Dep. Vinje speaking to Stricklin.

FAA personnel Peter Corrao and NTSB personnel Jennifer Rodi were on scene and the incident was turned over to them. Witnesses were interviewed in reference to this accident.

No further information.

Off. D. Handrich [REDACTED]

kmr 07/28/10

ENTERED DATE/TIME: 7/28/2010 06:34:39
NARRATIVE TYPE: SUPPLEMENTAL NARRATIVE
SUBJECT: SUP001 - DALLENOGARE - 07/27/10
AUTHOR: DALLENOGARE, TIMOTHY

Incident Report

WINNEBAGO COUNTY SHERIFF'S OFFICE

██████████
OSHKOSH, WISCONSIN 54901
██████████

Incident Number: WI10-002829

PLANE ACCIDENT

07/27/10 1903 HOURS DEP. T. DALLENOGARE ██████████

On 07/27/10 at 1903 hours I was dispatched to go to Theda Clark Hospital in the city of Neenah in regards to verifying the identification of the pilot that was involved in a plane crash that occurred at the EAA grounds in the Winnebago Co. Township of Nekimi on 07/27/10 at 1817 hours. I was advised by Sgt. Gruss ██████████ to take a legal blood draw per NTSB Jennifer Rodi under part 830 of title 49 in regards to the NTSB investigation of the plane crash.

Upon arriving at Theda Clark Medical Center at 1939 hours I identified the pilot of that airplane to be Jackie Ernest Roush M/W DOB ██████████ of ██████████ MI 48167, ██████████ per a Michigan driver's license. Roush was intubated by Theda Clark Medical staff because of his injuries. At that time I advised Roush why he was intubated, that the NTSB Jennifer Rodi is requesting a legal blood draw under part 830 of title 49. At that time I completed the proper paperwork for the legal blood draw and the legal blood draw was completed by a Theda Clark medical technician. Upon the legal blood draw being completed by the technician, I retained the legal blood draw kit in my custody.

I was then en route to the Winnebago Co. Sheriff's Office evidence room. Upon arriving at 2040 hours I completed the Evidence/Property Inventory sheet and I also sealed the legal blood draw kit with red evidence tape and placed it into refrigerator locker #169 of the WISO evidence room along with two copies of the Evidence/Property Inventory sheet. I did retain one copy of that form which will be attached to this report. Upon completing the evidence procedure, I cleared from the evidence room on 07/27/10 at 2125 hours.

Contact: Jackie Ernest Roush M/W DOB: ██████████
██████████ MI. 48167
██████████

Attached Document: Copy of Evidence/Property Inventory sheet

No further information.

Dep. T. Dallenogare ██████████
Lc 07-28-10

ENTERED DATE/TIME: 7/28/2010 06:41:39
NARRATIVE TYPE: SUPPLEMENTAL NARRATIVE
SUBJECT: SUP002 - VINJE - 07/27/10
AUTHOR: VINJE, BRADLEY

WINNEBAGO COUNTY SHERIFF'S OFFICE

OSHKOSH, WISCONSIN 54901

Incident Number: WI10-002829

PLANE ACCIDENT

07/27/10 1953 HOURS DEP. B. VINJE

I was contacted by Sgt. Gruss and instructed to respond to the Mercy Medical Center regarding a plane crash at EAA. Sgt. Gruss instructed me to identify the female that was transported to Mercy, take a statement from her and learn the extent of her injuries. I acknowledged the call and responded to the above location. When I arrived on scene I was able to identify the passenger of the airplane as Brenda Kay Stricklin F/W DOB: of MI. 48170, .

I spoke with the emergency room staff and learned that Brenda was alert and conscious and her injuries were non-life threatening. I obtained a statement from Brenda which is as follows:

"Jack Roush is my boss and he is a pilot and an owner of a racing team. Jack participated in a warbird show earlier today at EAA. After the show Jack flew a P51 back to Detroit to pick me up. We were going to fly back in a Beech Craft Premiere. Before we took off I saw Jack conducting a pre flight inspection. We took off and didn't have any problems until we got to Oshkosh. We started our approach as directed by the air traffic controlers. I am not a pilot but I am in planes at least 4 times a week so I am familiar w/ them. It seemed to me we were not lined up properly by air traffic control, especially considering the low altitude we are at. Jack asked for clarification from the tower and asked are you sure we're ok w/ this and the tower responded "yes." Jack tried to attempt the landing maneuver the tower instructed him to do. While attempting to land the way he had been instructed Jack said "I don't think so". I'm not sure if he had the mic keyed or if he was talking to himself. Jack went onto say he was gonna go around, meaning he was going to reapproach. The tower advised Jack to watch the traffic that had just taken off. When Jack tried to pull up the plane we were to close to the ground and crashed. After the crash Jack was hurt and we were both transported to hospitals."

Signed Brenda Stricklin

While at the emergency room I learned that Brenda was going to be admitted overnight for her injuries and that she was going to be receiving a few staples for some lacerations. Brenda was also complaining of back pain. No further information.

Dep. B. Vinje

Lc 07-28-10

ENTERED DATE/TIME: 7/28/2010 21:02:04

NARRATIVE TYPE: SUPPLEMENTAL NARRATIVE

SUBJECT: SUP003 - ROTH - 07/27/10

AUTHOR: ROTH, DAVID

PLANE ACCIDENT

WINNEBAGO COUNTY SHERIFF'S OFFICE

██████████
OSHKOSH, WISCONSIN 54901
██████████

Incident Number: WI10-002829

07/27/10 1820 HOURS OFF. D. ROTH ██████████

On the above date and time, I responded to an airplane crash just off Runway 18 at Wittman Regional Airport at the EAA grounds. I observed a gray jet facing northeast. The jet was split in two.

Upon my arrival, the plane was still running. The tail number on the plane was N6JR. It appeared that the plane was attempting to land on the taxiway that was adjacent to Runway 18 and also ran in a north/south direction. It appeared the plane struck the ground hard, went into the ditch area to the west of the taxiway, spun around and ended up facing in a northeast direction.

There were people inside the plane and upon arrival, we could not get near the plane due to the risk of jet fuel exploding and the fact the plane was still running. Oshkosh Fire Dept. personnel was on scene and stabilized the scene. The parties were removed from the plane.

I took a written statement from a witness, who was identified as Neil Kemper Northington, M/W DOB: ██████████ who was working on the flight line at the time of the incident. Northington stated the jet was attempting to land SB on the north/south Runway 18 and stated that, for some reason, the jet was unable to land and started to pull up, then attempting to land on the taxiway which was west of the north/south runway. The jet then lost power and made a hard impact on the ground. The jet spun 180° in the grass and ended up facing northeast.

Northington gave me the following written statement:

"07-27-10 I was working at EAA on the flight line. I observed a grey air plane that was attempting to land S/B on the runway 18. The plane couldn't make the runway and pulled up. The plane then attempted to try to land on the taxi way. The plane lost control at about 25/30 feet and took a nose dive into the ground. The plane then spun 180° before it stopped." Signed Neil Northington

No further information.

Off. D. Roth ██████████

kmr 07/28/10

ENTERED DATE/TIME: 7/28/2010 21:08:33

NARRATIVE TYPE: SUPPLEMENTAL NARRATIVE

SUBJECT: SUP004 - TIMM - 07/27/10

AUTHOR: TIMM, RONALD

PLANE ACCIDENT

07/27/10 1820 HOURS DEP. R. TIMM ██████████

I, along with Dep. Roth ██████████, arrived at Wittman Regional Airport west of Runway 18 in reference to an airplane crash involving a jet with tail number N6JR. Upon officer arrival, Oshkosh Fire Dept. was stabilizing the airplane,

WINNEBAGO COUNTY SHERIFF'S OFFICE

OSHKOSH, WISCONSIN 54901

Incident Number: WI10-002829

as the engine was still engaged but the plane was grounded. We responded to the airplane crash from the south and upon our arrival, we viewed one male individual inside the plane waving to us as Oshkosh Fire Dept. stabilized the aircraft.

Dep. Roth then located a witness and obtained a written statement from him. I, in turn, obtained 44 photographs of the airplane that had crashed. Photographs 1 through 29 were a 360° view of the crashed airplane. Photographs 30 through 44 were of the debris field where the airplane apparently had touched down.

07/27/10 2028 HOURS DEP. R. TIMM

At approx. 2028 hours, I was requested by Dep. Putzer to obtain more photographs of the debris field. Photographs 45 through 54 were in a northeast direction from the ditch to the runway. These photographs were of the left debris field. Photographs 55 through 73 were of the middle debris field from the ditch to the runway. Photographs 74 through 86 were of the right debris field from the ditch to the runway. Photographs 87 through 92 were of the middle debris field from the ditch to the airplane. Photographs 93 through 94 were of the front right fuselage. Photographs 95 through 96 were of the back right fuselage. Photograph 97 was a piece of the airplane, apparently a door, northeast of the plane. Photographs 98 through 99 were of the front left fuselage. Photograph 100 was of the back left portion of the aircraft.

I completed five Photo Evidence Sheets to document these photographs, which will be included with this report. I placed the photo card into evidence without incident.

No further information.

Dep. R. Timm
kmr 07/28/10

ENTERED DATE/TIME: 7/30/2010 08:43:32

NARRATIVE TYPE: SUPPLEMENTAL NARRATIVE

SUBJECT: SUP005 - SEILER - 07/27/10

AUTHOR: SEILER, LORI

PLANE ACCIDENT

07/27/10 1815 HOURS DEP. L. SEILER

On 07/27/10 at 1815 hours I Off. L. Seiler had been assigned at the EAA grounds for the Air Adventure fly in located at . I had been dispatched to an Alert 3 of a plane that had crashed. Upon my arrival out near runway 36L I had observed a plane partially split in two near the fuselage area near the tail end. As we were securing the scene I observed a male party standing in my vicinity later identified as Robert H. Reckert DOB: of CT 06029, home , cell phone in which speaking to him briefly I took a written statement from him at 1832 hours. It reads as follows:

WINNEBAGO COUNTY SHERIFF'S OFFICE

OSHKOSH, WISCONSIN 54901

Incident Number: WI10-002829

"I observed the aircraft gear up at take off speed about 15-20 feet off of the runway. It looked like he was going to do a 45 degree roll. The wing tip caught the ground and that is what turned the aircraft around. The plane was still running."

Signed Robert Reckert.

I then assisted the Sheriff's Dept. along with NTSB and FAA with the scene.
No further information.

Dep. L. Seiler [REDACTED]
Lc 07-30-10

ENTERED DATE/TIME: 7/30/2010 09:43:55
NARRATIVE TYPE: SUPPLEMENTAL NARRATIVE
SUBJECT: SUP006 - PUTZER - 07/27/10
AUTHOR: PUTZER, DARREN

PLANE ACCIDENT

07/27/10 1902 HOURS DEP. D. PUTZER [REDACTED]

I was on duty on the EAA grounds on a special detail when I received a phone call from Sgt. Eichman [REDACTED] Sgt. Eichman had informed me that there was an aircraft that had crashed on the EAA grounds near the north/south (runway 36) runway. Sgt. Eichman asked if I could assist the National Transportation Safety Board (NTSB) by responding with the Winnebago Co. Sheriff's Office Total Station equipment to measure the crash scene. I was working with Off. Luker [REDACTED] and it was decided that Luker and I would both respond to measure this crash scene using the electronic measurement device. Off. Lichtensteiger [REDACTED] arrived on scene. Lichtensteiger had in his patrol car the TopCon Total Station equipment.

Off. Luker and I responded in squad 21 to the papa taxiway which is a north/south taxiway that is situated immediately to the west of runway 36/18. Off. Seiler [REDACTED] assisted by directing us directly to the crash scene which was situated a short distance south of where the control tower would be. Once on scene we met with Sgt. Eichman, Lt. Mack and other Sheriff's office deputies. The Oshkosh FD was out on scene and they were applying what appeared to be some type of fire retardant foam to a damaged aircraft. The aircraft was a twin engine type smaller jet. It was facing in a north by northeast direction and it was immediately to the east of taxiway papa. The jet was resting on its lower portion as there were no landing gear protruding from the lower half of this aircraft. On the left side of the aircraft there was an opened compartment door which appeared to be a door and a stairway to enter and exit this jet. There appeared to be substantial structural damage immediately forward of the jet engines. This particular aircraft has jet engines. One on either side of the fuselage, rearward of the windows which appeared to be the passenger compartment of this jet. The jet was primarily white in color but it also had red/yellow and a dark stripe to it.

WINNEBAGO COUNTY SHERIFF'S OFFICE

██████████
OSHKOSH, WISCONSIN 54901
██████████

Incident Number: WI10-002829

Upon our arrival at this scene it was dusk. In addition to the structural failure to the fuselage immediately forward of the engines, on the nose of the aircraft there appeared to be a hatch missing from the left side of the nose of this aircraft. On the right side of the nose of this aircraft the hatch that was missing from the left side was standing in an open position. There was some type of plastic covering up a portion of the tail of this aircraft. This plastic did obscure the tail number to this aircraft. I was told that the tail number was N6JR. I was also provided information that this aircraft registration returned to Roush Fenway Racing LLC ██████████ NC 28027.

Lt. Mack and Sgt. Eichman introduced me to two NTSB investigators. The first was a Jennifer S. Rodi air safety investigator for the central region. Jennifer Rodi is stationed out of ██████████ Denver, CO. 80239, ██████████ The second NTSB investigator was a Robert Swaim. Swaim is an aerospace engineer and investigator. Robert Swaim is stationed out of Washington DC. Robert Swaim asked that I accompany him to inspect the crash scene. Upon examining the aircraft in relationship to the surroundings at this air field there was gouging and what appeared to be aircraft debris that led in a northeast direction from the final rest of this aircraft. It appeared that this aircraft had traveled to its current location from the northeast. Swaim, Luker and I drove over to an asphalt strip which appeared to be a closed runway. Swaim informed me that this was once the former runway 36. It was an asphalt surface situated immediately to the east of where the aircraft came to rest. There is a grass strip separating taxiway pappa from the old runway 36. In the middle of this grass area there is a ditch that is filled with approx. 1 foot of water.

The remaining grass area was saturated from recent rains and in this area is where there was gouging and vehicle debris, leaving a trail to the final rest of the aircraft. Off. Luker, Robert Swaim and I were able to find tire marks on the old runway 36. Swaim believed that the tire marks were from the main landing gear to this aircraft prior to the aircraft entering the grass area which divides taxiway pappa from the old runway 36. Swaim, Luker and I walked in a northeast direction in an attempt to find a piece of evidence to indicate where the first contact was between the aircraft and the ground. After searching the area, it was found that the first contacts on the ground appeared to be these tire marks in conjunction with a gouge in the grass area which Swaim believed was the right wing tip to this aircraft. The right tire mark was relatively straight in its direction heading in a southwest direction. The left main tire mark also traveled in a southwest direction but it had a crook or hook in this tire mark which traveled in a southwest direction to south direction then back to a southwest direction.

It is believed this type of tire mark was occurring as the aircraft began a clockwise rotation. Immediately after these tire marks there was a large gouge in the grass area. This was followed by several more large gouge marks. If one were to stand on old runway 36 and look toward the aircraft, from the first two tire marks, these gouges travel in a relatively straight line to the final rest of the aircraft. There were two main landing gears within this debris field. The nose wheel to the aircraft was found in the ditch area which had approx. 1 foot of water in it.

I was then introduced to a third individual who NTSB investigator Robert Swaim was a Robert L. Ramey M/W ██████████. Robert Ramey resides in Kansas. He is a manager for Hawker Beechcraft. He is a manager of

WINNEBAGO COUNTY SHERIFF'S OFFICE

██████████
OSHKOSH, WISCONSIN 54901
██████████

Incident Number: WI10-002829

continued operational safety programs at ██████████ Robert Swaim informed me that Robert Ramey is very familiar with the damaged aircraft. Upon speaking with Robert Ramey, he informed me that this aircraft that had crashed is a Beechcraft Premiere 1A. This is a twin light jet aircraft model 390. Ramey told me that the fuselage is made of carbon fiber and the wings are constructed out of aluminum. Ramey told me that this type of aircraft is normally configured to seat 6 occupants plus the pilot and co-pilot. Upon examining the aircraft, Ramey informed me that it appeared that the wing flaps were fully extended. Further research Ramey and I found that the aircraft has fuel tanks that are 277.3 gallons. Each wing has a fuel tank of this size. The aircraft is manufactured by the Ratheon Corp.

I was told by officers on scene that two subjects were injured during this aircraft crash. Off. Luker began to assemble the TopCon GPT 3107W total station and equipped it with a TopCon FC120 data collector. Off. Luker assembled the total station a short distance south and east of the final rest of the aircraft, in the grass portion that separates taxiway pappa from the old runway 36. Off. Luker used this total station and established a zero point in a near north direction. Luker used this total station in prism-less mode to gather measurements of the damaged aircraft at final rest. As Off. Luker was conducting this activity, Robert Swaim and I continued to examine the debris field and gouges that preceded the final rest of the aircraft. As we were doing this we were approached by EAA Security and other officials who informed us that there was a video that captured this crash as it occurred. I was able to view this video one time and it appeared that the Beechcraft Premiere 1A jet was attempting to land on runway 18.

Runway 18 would be the same runway as runway 36 but traveling in a southerly direction or 180 degrees. As the Beechcraft was making the left turn to runway 18, it appeared that the Beechcraft Premiere was traveling too low. In the video I could hear what sounded like jet engines accelerating. The aircraft increased in altitude and then it appeared that the right wing had dipped towards the ground rotating the aircraft along its longitudinal axis. The aircraft then appeared to strike the grass area west of the old runway 36. I would need to view this video several more times to get a better description of exact sequence of events.

Robert Swaim and I began to examine the debris field which included tire marks, scrapes, gouges and large amounts of aircraft debris. Robert Swaim seemed to be very familiar with most of the parts that were found at the crash scene. I drew a small diagram of the crash scene and began to label particular pieces of debris that Mr. Swaim asked Off. Luker and I to measure. I wrote down specific names that I was given from Mr. Swaim on my field sketch so I could transpose these titles to the final diagram once it was completed from the total station. Once this project was completed, Off. Luker and I began to gather field measurements of the crash scene. During this measurement process, a crane from an area construction company under the guidance of the NTSB lifted the damaged aircraft, placed it onto a trailer and the aircraft was removed from the scene. Off. Luker and I gathered 224 measurements with the total station equipment. At this time we were advised by officials on scene that a severe thunderstorm had entered the area and we were advised to disassemble our equipment and complete our measurements at a later time. Off. Luker and I disassembled the equipment and left this location.

We were to resume our measurements on 07/28/10.

WINNEBAGO COUNTY SHERIFF'S OFFICE

██████████
OSHKOSH, WISCONSIN 54901
██████████

Incident Number: WI10-002829

07/28/10 0915 HOURS DEP. D. PUTZER ██████████

I arrived at Wittman Regional Airport terminal where I met with Lt. Mack. Lt. Mack and I drove to an equipment maintenance hangar on the east side of Wittman field. At this location we were reacquainted with NTSB investigators Jennifer Rodi and Robert Swaim. Swaim advised that Off. Luker and I should complete our measurement process. Once this was completed, the debris field could be gathered. With this information Lt. Mack drove me to the command post at the EAA where we were regrouped with Off. Luker ██████████. Luker and I resumed our measurement process. We were able to successfully relocate the total station equipment above the original reference point and re-zeroed the equipment on the original zero point that was marked on scene. Once this was completed, Off. Luker and I completed the measurement process where an additional 216 points were gathered using the total station equipment.

We completed our measurement process at 2 p.m. on 07/28/10. In addition to gathering measurements of the debris field, gouges and the final rest of the aircraft we also measured the ditch that separates the grass area which divides taxiway pappa from the old runway 36. We also measured a portion of old runway 36 and taxiway pappa to help position this aircraft crash in relationship to the physical lay out of Wittman field. We were able to successfully download the measurements to a laptop computer. The two measurement maps were combined as one map. I will be using this data to complete a 2 dimensional diagram or crash map of this incident. Robert Swaim asked that when I complete this process I contact him where I can turn over the maps and data to the NTSB.

Lt. Mack was aware of the arrangements for this data. I will be completing this crash map and submitting it into central files as well as meeting with Lt. Mack to make sure the NTSB is furnished with this information.

SUMMARY

07/27/10 1902 hours

Location: Wittman Field - runway 36

Aircraft: Ratheon Beechcraft Premiere 1A twin light jet model 390, white/red/yellow in color, S/N RB-161

Contact: NTSB Robert Swaim

Contact: NTSB Jennifer S. Rodi

Contact: Robert L. Ramey M/W ██████████ (Kansas)

Sgt. Eichman and Lt. Mack asked Off. Luker ██████████ and I to gather field measurements of an aircraft crash that had occurred on the EAA grounds near runway 36. Equipped with a TopCon total station, Off. Luker and I gathered field measurements of this crash scene. Due to severe weather the measurement process was interrupted and was completed on 07/28/10 during daylight hours. The measurements gathered with the TopCon total station were downloaded onto the Winnebago Co. Sheriff's Office crash team personal computer. The data gathered during this measurement process will be used to complete a crash situation map of the crash scene.

No further information.

WINNEBAGO COUNTY SHERIFF'S OFFICE

██████████
OSHKOSH, WISCONSIN 54901
██████████

Incident Number: WI10-002829

Dep. D. Putzer ██████████
Lc 07-30-10

ENTERED DATE/TIME: 8/3/2010 08:42:27
NARRATIVE TYPE: SUPPLEMENTAL NARRATIVE
SUBJECT: SUP007 - LUKER - 07/27/10
AUTHOR: LUKER, DUANE

PLANE ACCIDENT

07/27/10 1902 HOURS DEP. D. LUKER ██████████

I and Dep. Putzer ██████████ arrived on the paved taxiway west of the main north/south air strip located within Wittman field in the Township of Nekimi to investigate a plane crash. At rest in an upright position was a smaller jet facing in an east/northeast direction. I could see that the right wing on the plane had damage where it had been attached to the fuselage. The plane was also damaged at the top in approx. the center near the motors and it appeared as if it had been split open.

In a northeast direction from the airplane I was able to see gouges in the grass and also a debris field which stretched down through the drainage ditch and back up onto the next north/south taxiway. We made contact with Robert Swain who said that he was a Washington DC agent of the NTSB. Swain also introduced us to Jennifer Rodi who also works for the NTSB out of Denver. Swain walked Putzer and I through the crash scene. I inspected the area farther to the northeast looking for more evidence as Dep. Putzer constructed a rough sketch with Swain.

Approx. 75 feet south of the airplane I erected the tripod and after it was roughly leveled, the Topcon model 3100W was placed on top of it. The Topcon Total Station was leveled and I activated the laser plummet. Where the laser plummet made contact with the ground I sprayed the area with orange spray chalk and also drove a stainless steel stake into the ground. From the laser plummet marking I extended a 25 ft. steel tape measure and a second stake was driven into the ground. A 25 ft. zero set point was taken and recorded in the total station. To the total station I affixed the Topcon model 120 collector and opened a case file. I put together the supplied prism and accurately measured the height of the prism and also the height of the total station. I reflective prism was set to exactly 5 ft. and into the collector I entered the station and the prism's height.

Dep. Putzer volunteered to be the operator of the prism as I shot the points with the total station. The first point to be collected was at the 25ft. zero set. I then switched the total station unit to a prismless mode and shot several points on the damaged airplane. I and Dep. Putzer continued to document the evidence until the weather became inclement and we needed to dismantle our equipment.

07/28/10 1050 HOURS DEP. D. LUKER ██████████

I and Dep. Putzer ██████████ arrived back at the crash scene and erected again, the Topcon Total Station. On top of

Incident Report

WINNEBAGO COUNTY SHERIFF'S OFFICE

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OSHKOSH, WISCONSIN 54901

Incident Number: WI10-002829

the laser plummet site and re-shot the 25 ft. zero set. I opened another file in the collector and the remainder of the evidence and also the lay out of the air strips in the area were documented. The equipment was broken down and we returned to the command post on Wittman field. I opened both files and they were merged together using the laser plummet and the 25ft. zero set point. I re-saved the merged files and they will be transferred to Dep. Putzer who will construct a post incident situation map.

No further information.

Dep. D. Luker ██████████
Lc 08-03-10
