

WINNEBAGO COUNTY SHERIFF'S OFFICE
4311 JACKSON STREET
OSHKOSH, WISCONSIN 54901
(920) 236-7300

Incident Number: WI06-003364

Narratives

ENTERED DATE/TIME: 7/31/2006 06:37:40
NARRATIVE TYPE: INITIAL NARRATIVE
SUBJECT: INITIAL - SEILER - 07/30/06
AUTHOR: SEILER, LORI

AIRPLANE ACCIDENT

07/30/06 1211 HOURS DEP. L. SEILER W28

On 07/30/06 at approx 12:11 p.m. I Off. L. Seiler along with Deputies Geschrei W54, Handrich W35, Kruser W22, Det. Kroncke W63, and Sgt. Mack W16, were dispatched to an airport alert in front of the tower in which an RV had struck a plane. Upon arriving on the flight line I had observed fire and rescue crew on scene in which I observed a large grayish blue plane with its prop resting on a white in color smaller plane in front of it in which I had observed a victim in the cockpit area of the white plane. Upon making contact with the fire personnel they had stated the pilot of the smaller white plane was in back of the ambulance and had been ambulatory as he had been talking and responsive. At this time I had attempted to make contact with the pilot and co-pilot of the blue grayish large plane.

At this time I had located at the far tail end of the Gruman Avenger TBM3, a pilot, identified as Paul M. Redlich [REDACTED] and his wife identified as Diane S. Redlich [REDACTED]. The debris field around the two planes was very saturated with parts from the plane and also multiple personnel. I had then requested the Oshkosh Fire Dept. for assistance and asked them if they could help me escort the pilot and co-pilot into the back of their ambulance for privacy in which they were very upset and crying. I had consoled the pilot and co-pilot and had made arrangements with Oshkosh Fire to transport myself along with the Redlichs to the museum to meet the FAA and NTSB personnel to take statements. At the EAA museum, Robert Jessert and John Pinow from the FAA had conducted an interview with Mr. Redlich. After that was complete I took the following written statement from Mr. Redlich.

"On 07-29-06 at approx. 12:00 p.m. I was at the show walking around looking at things. My wife and I ate lunch at approx. 1330 hrs. We had been drinking a lot of water. I am not on any medications that I need to take. We had left the airshow and drove to Appleton to our hotel to shower and change. We drove back around 1800 hrs. and went to the warbirds banquet until 2230 hrs. We left for Appleton and arrived there around 11:00 p.m. I was in bed and asleep around 11:30 p.m. We got up around 8:00 a.m. and ate breakfast. We picked up a friend at the Hilton and dropped a car off at Basler. The friend drove us around to the Warbird area and we packed up the airplane. We got a weather briefing at 11:30 a.m. at the Warbirds briefing building. We unpacked the airplane and pre-flighted it. The engines were started at 11:20 a.m. I was taxiing for departure on runway 18R. We started to get Marshalled out on 123.9 Warbird frequency. Engine was warming up and I got the signal to go. I signaled to the Marshal we were ready and good to go. I had turned onto Pappa One. There was an airplane in front of me and it said Tundra on top of it. The airplane pulled to my right. I looked in front of me and I had seen open pavement. I started to taxi and there was a lot of traffic, but alot of free pavement. Alot of traffic but it was Marshalled. I observed a TBM pilot from the front The engine on my plane was at 800 RPM's. My brakes were operating also

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at the time of the accident. I heard something and saw debris flying. I never had seen them. When I realized it was me in this situation I closed the throttle and shut down the switches. I knew it was me and I saw people running. My plane was operating normally. The plane belongs to the Tri-State Warbird Museum at 4021 Borman Dr., Batavia, OH 45103 I have operated the Gruman Avenger TBM-3 for approx. three years. I have been a pilot since 1984. I do all the maintenance on the airplane and I instruct mechanical classes. I am very experienced with this airplane."

Signed Paul Redlich

I had spoken briefly with Paul's wife Diane and Diane had stated that she did not see anything but just the luggage flying. Diane stated that their plane that they were in is a tail dragger and from her vantage point in which she sits behind the pilot, she could not see down onto the flight line. Diane was very very visibly upset along with her husband. After I completed the statement, Mr. Redlich did show that he had a temporary airman's certificate along with the medical certificate. I had asked Mr. Redlich if he would be willing to submit to an Evidentiary Consensual Blood Draw and he stated that he would submit to that. At this time I had been informed that NTSB wanted to speak to Mr. Redlich in which I had left the room and was made aware that the pilot from the plane with the victim was also in the museum waiting to give me a statement. I had contacted Off. Geschrei W54 to assist in taking the consensual blood draw of Mr. Redlich. I had then been informed that the Warbirds along with two other persons that the Redlichs know very well, were at the museum in which I had escorted them to our location and asked them if they would transport Mr. Redlich to the hospital for the consensual blood draw following Dep. Geschrei there.

After NTSB was completed I had informed the Redlichs that their friends Dave, along with the Warbirds were going to escort them to the hospital along with Dep. Geschrei. I had consoled them one more time and they thanked me for my time. Next I spoke with Donald W. Reed [REDACTED] Upon speaking with Donald I also had consoled him for his loss and the circumstances that he was in. On 07/30/06 at 1500 hours I took the following statement from Donald W. Reed.

"On 07-29-06 at approx. 12:00 p.m. I was on the EAA grounds. At 11:30 a.m. I went to a presentation on aircraft wiring for smart people. This presentation lasted about an hour. I stopped to get a soft drink, I then proceeded to the Ford tent for a Canadian presentation. I went back to the press tent. I went back to my tent and ate an apple. I then went back to the sky market to buy some tools and things. I walked back to the home builders and this was about 4:30-5:00 p.m. I went down and took pictures of the Cessna light sport aircraft. I went in and saw the Brazillion aircraft. I wandered up to the home builders building to look for Gary Palmer I went up to the Van's aircraft display and took pictures of the RV12. I left there and walked back to my tent. Gary was sleeping on his air mattress under the wing. Gary got up and we walked over to Friar Trucks for dinner. A lady picked us up and dropped us off by the gate. We went into Friar Tucks and had dinner. We walked over to the B.P. station and bought some water for the way back We helped a guy out fixing his RV camper around 8:30 p.m. We walked back to the shower north 40 area and got a ride from the bus to walking distance to our tent. I laid down for a short nap and got up around 11:00 p.m. to take a short. I also need to add when I got back from eating I had taken by anti-biotic medication for an infection. I went to bed around 23:30 hrs. I slept through the night. I woke up

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around 6:30 a.m. and took my Allopurinol for the prevention of kidney stones. Gary and I walked over to the FAA briefing station. At this point we checked the weather and they told us to check back around 9:00 a.m. to check again. We walked up to the Warbirds Cafe and had breakfast. I had French toast, bacon and a container of milk. We waited out the storm and we walked back to the tent to finish packing it up. Gary flagged down the welcome wagon and transferred wet camping equipment so we did not take camping eq. back. I then went back to the weather briefer to see if we could make it home. We met back at the tent and packed up ready to go. I checked out our flight weather and filed my flight plan. I walked back to the plane and starting taxing out on P1 taxi way. We picked up a wing walker and taxied down between the Warbirds and manufactors display tent. I had to stop for two aircrafts in front of us. One was a Tundra and another plane neither of them had their engines running. We had to sit behind them until they started their engines. The planes moved forward and we had our wing walker. The wing walker stayed with us until the flagmen. The flagman flagged us down the taxiway. We inched along the taxiway starting and stopping. I had done my engine checks at this time and all my other checks as we taxied along. The Tundra stopped at an angel along the taxi way. If he found something bad, but he pulled off on to the grass from the taxiway. We taxied ahead to fill in his spot and I have a taildrager. I had to small zig zags around also to see and again we are inching along. We crept forward and all of a sudden "Bang Bang Bang." The whole plane started shaking. I heard Gary say something and all of a sudden it went through the canopy. I looked over to see Gary not moving. I saw the Avenger blade. The firemen helped me out. I was the pilot on the left side and Gary was on the right side. The plane I was operating is an RV-6 and I have been operating it three months. I have been a pilot seven years."

Signed Donald Reed

I had asked Donald what he had thought or assumed had happened or, in his eyes what caused the accident. Donald stated that there were too many mix matched planes in which there were too many large planes with small planes in which their view is obstructed and that the large tail draggers can not fully see 360 degrees in which they have to perform small zig zags to look in front of them in which Donald stated that he also has to perform a zig zag maneuver but not as great of an angle as the larger tail draggers. Donald stated that they should keep all the planes, the large planes together and allow them to leave and vice versa with the smaller planes. I had then asked Donald if he would be willing to consent to an evidentiary blood draw and he stated that he would. I had then transported Mr. Reed to Aurora Medical Center and once there had gone through the Consent to Search form in which he did date this on 07/30/06 at 1634 hours in which in my presence at Aurora Medical Center, the two vials of blood were drawn by a phelbotomist. After we left I had assisted Mr. Reed in locating the hangar in which his plane was being housed since NTSB had released it. I had transported Mr. Reed back to the command post in which I had made arrangements with John Fey to assist him in obtaining personal items. Mr. Reed did have a contact on the grounds that was from Canada and was giving him a ride back home.

After I got back to the command post I had turned over my blood to Dep. Geschrei in which both blood kits were turned over to the postal staff at the 20th Av. post office. The investigation is also being conducted and completed by the NTSB and FAA along with the Winnebago Co. Sheriff's Dept.

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SUMMARY

On 07/30/06 at 12:11 p.m. Donald W. Reed [REDACTED] was operating his RV6 airplane along with his co-pilot in the front seat identified as Gary Palmer on an EAA flight line in which a Gruman Avenger TBM3 operated by Paul M. Redlich [REDACTED] along with his co-pilot wife who is positioned behind the pilot identified as Diane S. Redlich [REDACTED] were taxiing down the flight line in front of the tower, in between the warbirds and the manufacturer area when the Avenger had moved forward, striking the RV6 with its front propeller, opening up the canopy of the RV6 and striking the passenger, Gary Palmer. At this time it appears to be an accident and further review is being conducted by NTSB and the FAA.

No further information.

Dep. L. Seiler W28

Ln 07-31-06

ENTERED DATE/TIME 7/31/2006 07:32:44

NARRATIVE TYPE SUPPLEMENTAL NARRATIVE

SUBJECT: SUP001 - GESCHREI - 07/30/06

AUTHOR GESCHREI, ERICA

AIRPLANE ACCIDENT

07/30/06 1211 HOURS DEP. E. GESCHREI W54

On 07/30/06 at approx. 1211 hours I was informed by dispatch that two airplanes had crashed into each other on the runway near the tower out at EAA. Once on scene I was instructed by Dep. Seiler W28 that she needed statements taken from witnesses which observed the crash. I first spoke with Mark L. Wisner [REDACTED] of [REDACTED]. Mark provided me with the following written statement.

"On 7-30-06 at approximately 1210 hrs, I was standing on the west side of the runway watching the planes get ready to take off. There was a small white plane sitting on the runway waiting for the okay to move up. There was a larger black plane, I think is a Hell Cat. When we started watching, there must have been 30-40 planes in line. Eventually, the larger black plane started to move up. No one else in front of it moved, so I thought it was unusual that it did. The small white plane never moved as the larger one came up behind it. It was moving about 2-3 mph. It almost seemed like the black plane started to turn to the right as if it were trying to see because the nose is so high. The black plane continued forward until its propeller started hitting the tail of the smaller white plane. I could see the pilot look as far ahead as possible to figure out what happening. Eventually the black plane itself down."

Signed Mark L. Wisner

This written statement will be included with this report. At approx. 1255 hours I then spoke with Scott E. Schneider M/W [REDACTED]. Scott provided me with the following written statement.

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"On 7-30-06 at approximately 1210 hrs I was working as custom aircraft parking. I was standing east of the runway assisting planes park as they came in. The larger black plane's nose sits very high. Usually planes do "S" curves in order to see what's ahead. There were planes all stopped in front of the smaller one waiting for their turn to take off. I was walking in the direction of the smaller and larger planes, but looking over at another plane who looked like it was going to power into the crowd. All of a sudden I heard a loud noise and looked over. I saw the prop of the larger plane slowing down and it was cutting through the smaller one. I could see the pilot standing up trying to see what happened."

Signed Scott E. Schneider

This written statement will also be included with this report. At approx. 1308 hours I then spoke with witness [REDACTED] Daniel stated:

"On 7-30-06 at approximately 1215 hrs. I was standing on the west side of the runway about 20 feet from it watching the planes take off. There was a large black plane behind a smaller white plane. Both planes were not moving and were waiting to advance for take off. I observed the larger black plane start to move forward and the white one did not move. All of a sudden the black plane started moving forward and its propeller started chopping away at the white one. I saw metal flying everywhere. The pilot and passenger stepped out onto the wing after shutting it down."

Signed Daniel Watkins

This written statement will be included with this report. I was later informed by Sgt. Mack W16 that he needed me to transport the pilot of the Gruman Avenger plane to the hospital for a consensual blood draw. I met with Dep. Seiler and Paul Redlich and told Redlich and his friends that they could follow me in their own car to Aurora Hospital. At approx. 1515 hours I completed the Consent to Search form with Paul, explaining it to him, which then he signed and I witnessed. The Consent to Search form will be turned in with this report. I next observed a member of the Aurora Medical Staff doing a consensual blood draw on Paul and had it packaged in my presence which was then turned over to me. At approx. 1725 hours I met with Dep. Seiler and she turned custody of her consensual blood draw over to me. I then took both consensual blood draw packages to the post office and turned it over to an employee.

No further information.

Dep. E. Geschrei W54
Ln 07-31-06

ENTERED DATE/TIME 7/31/2006 08:25:22
NARRATIVE TYPE SUPPLEMENTAL NARRATIVE
SUBJECT: SUP002 - KRUSER - 07/30/06
AUTHOR KRUSER, JOHN

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Incident Number: WI06-003364

AIRPLANE ACCIDENT

07/30/06 1211 HOURS DEP. J. KRUSER W22

I arrived on scene at an airplane crash on the taxi way of runway 18-36. The crash involved two airplanes who were on the west taxi way heading in a southern direction. Upon arriving I was notified by Oshkosh Fire Dept. personnel that one of the occupants of one of the planes was dead upon arrival and that they needed to set up a perimeter to keep people out. Dep. Handrich arrived on scene shortly after me and a perimeter needed to be set up. I ran the following tail numbers off of the aircraft. The first aircraft tail number was N420GP. In running the "N" number it returned to a 1944 Grumman TBM-3 with a serial #53420. The listed owner of the Grumman was Tri-State Warbird Museum, 4021 Borman Dr., Batavia OH 45103. The 1944 Grumman was blue in color. The second aircraft had an "N" number of C-FNQP. In running this "N" number it returned to a 1993 Van's RV-6 airplane returning to a registered owner of William Reed. [REDACTED]

In looking at the aircraft it appeared as if the Grumman TBM-3 Warbird was coming behind the Van's RV-6 when it did not see the airplane. The Grumman's propeller chopped up the rear section fuselage and went into the cockpit of the RV-6 causing fatal injuries to the passenger. The pilot of the RV-6 was taken out of the aircraft by Oshkosh Fire Dept. personnel and taken to their paramedic unit. After running the "N" numbers on the aircraft I assisted Det. Kroncke W63 with some photographs of the crash scene. While doing this, I was informed by Sgt. Mack W16 to find witnesses in the crowd to get statements. After going over to the crowd I spoke with a James Edward Higham [REDACTED] Along with James was his son Steven James Higham [REDACTED] with the same address and phone. James and Steven both said they were on the flight line when the accident occurred and witnessed it. Both James and Steven said as soon as the blue Warbird which they referred to as an Avenger, started to hit the RV-6 with its propeller, they both ran out, trying to get in front of the pilot of the Avenger to get his attention so that he would stop. James said he was unsure if he got his attention quick enough but as soon as the propeller got into the cockpit, the pilot of the Avenger shut down the airplane and stopped. James said he then went over to try and get the pilot from the RV-6 to shut down his engine so he could check and see if anyone was injured. I asked James if he would be willing to give me a written statement in regards to what he witnessed and James said yes that he would.

07/30/06 1235 HOURS DEP. J. KRUSER W22

I took the following statement from James.

"On 07-30-06 at approximately 12:00 noon, I James E. Higham was watching planes depart from the Experimental Aircraft Association (EAA) convention in Oshkosh. My son Steven James Higham [REDACTED] was with me. There was a blue and white homebuilt sitting on the taxi way facing south. A blue Avenger Warbird was taxiing down the taxi way south behind the homebuilt. The taxi line stopped. The pilot of the Avenger was looking side to side because the Avenger is what is known as a "tail dragger". The front of the plane sits real high, and you cannot see in front of the airplane. The Avenger was approximately ten to fifteen feet behind the homebuilt. The Avenger started taxiing again, and went into the homebuilt, tearing it apart with its prop. My son

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Steven and myself ran forward to try and get the attention of the Avenger pilot so he would stop. The Avenger stopped, but the propeller was already into the cockpit of the homebuilt. The Avenger shut off his engine. I went closer to the homebuilt and yelled for him to shut his engine off. The pilot shut the engine down. I asked him if he was ok, and he nodded yes. A man in an orange vest came up and told me to get back. My son Steven and I went to get some water and waited to talk to officials as needed."

Signed James Higham

After completing the statement I had James read the statement and informed him that if there was anything he wanted to add or take out of the statement he should do so prior to signing. James read the statement and signed both on the first page and the second page stating that it was a true and accurate statement. It should be noted that Steven was also in the back seat of my patrol car when I took the statement from James and concurred with everything James was saying. I thanked both James and Steven for the information and asked them if they had any further questions and they both said no. I then went back to the crash site to see if there was anything else I could help with. I was then informed by Sgt. Mack W16 that there was going to be a person at the command post with pictures of the accident. I then went to the command post to meet with the person who had the pictures to see if I could take them into evidence.

07/30/06 1445 HOURS DEP. J. KRUSER W22

I arrived at the command post at the EAA and was met by a William Stratford Ward [REDACTED] [REDACTED]. Along with William was his wife Michelle Johnson Ward [REDACTED] [REDACTED] with the same address and same phone. William said that he was on the flight line taking pictures of the departing aircraft when he saw the blue Warbird coming up behind the homebuilt as he was taking a picture. William said he began saying, stop, stop, stop and continued to take pictures of the planes crashing together. I asked William if I could take the pictures as evidence and William said that he did not want me to take his memory card because he had so many other pictures from the week on there and did not want to lose them. I asked William if he would copy them to disk for me, just the pictures I needed and William said yes that he would. William then copied the pictures onto a rewritable CD (compact disc) so that I could place that into evidence. The pictures were copied onto 2 separate compact discs and were given to Det. Kroncke W63 to be placed into evidence. After completing the copying of the pictures I asked both William and Michelle if they had any further questions and they both said no.

No further information.

Dep. J. Kruser W22

Ln 07-31-06

ENTERED DATE/TIME 7/31/2006 08:57:33
NARRATIVE TYPE SUPPLEMENTAL NARRATIVE
SUBJECT: SUP003 - HANDRICH - 07/30/06
AUTHOR: HANDRICH, DIANE

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AIRPLANE ACCIDENT

07/30/06 1211 HOURS DEP. D. HANDRICH W35

On 07/30/06 at 12:11 p.m. I arrived on the taxi way just east of the tower in regards to an Alert 3. I observed that a bigger Warbird plane had collided with a smaller home made aircraft white in color. I observed that the tail of the white aircraft was chopped several times by the prop of the Warbird. At this time the pilot was getting out of the airplane with blood on him. I was informed that the person was deceased. Oshkosh Fire Dept. and Paramedics were already on scene. Dep. Kruser W22 arrived on scene at the same time I did. Dep. Kruser was going up to the aircraft area to gather information while I went and made sure that the crowd did not come any closer to the aircraft.

A male party did come up to me and stated that he saw what had happened. He stated that he was the chairman of flight line safety. I informed him that I was going to be controlling the crowd first and that I would then talk to him, if he could meet me further to the north of the runway since EAA security was arriving on scene and pushing back the crowd, further away from the safety line area which they are not to cross. I then positioned my 4-wheeler on the north side of the crash site to make sure no citizens came into the area. Sgt. Mack, Det. Kroncke, and Dep. Seiler then arrived on scene. I then talked to the witness who identified himself as Donald Gram Conrad [REDACTED]

[REDACTED]. Donald's statement is as follows:

"On 07-30-06 at the EAA grounds, I am the chairman of flight line safety. I was approx. 200 feet west of the north south inside taxi way around 12:10 p.m. I saw the white smaller plane taxiing in front of the warbird plane. I heard a cracking noise and looked to see the warbird's prop chewing up the tail of the white smaller plane into the fusilodge. At that time, I moved my vehicle directly to the site. The prop was still turning when I stopped 50 ft. from the site. I think both of the planes were zigzagging to see since the pilots have to do this to look over the nose of the plane. The two people in the smaller white plane were sitting side by side. I saw that the passenger was hurt bad "

Signed Donald Conrad

Donald Conrad stated that he is not positive that the bigger war plane was zigzagging to see the aircrafts in front of him but just assumed that he was because he is unable to look over the nose of his airplane and to see the other airplanes taxiing in front of him he will have to zig zag to get a clear look at them. The white home made plane is quite a bit smaller than the Warbird plane. While I was talking to Donald Conrad, EAA security brought over another witness. I then took his written statement. He identified himself as Todd L. Duhnke W/M

[REDACTED] His statement is as follows:

"On 07-30-6 around 20 mins. before the airplane crashed, I was down by the warbird ramp. The TBM Avenger was facing EB to taxi out The plane waited there then turned to the south to come down the taxiway. It was the taxi way that is parallel with runway 18. There was some EAA Marshalls in that area guiding the plane when it turned. The plane stayed up there about 3 or 4 mins. I was walking inside the safe area going in pace on and off with the

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TBM Avenger. I observed this plane stop 3 or 4 times and moving slowly. He was taxiing about my walking pace. I couldn't see him S turn when I was walking but it is a big plane and narrow taxiway. I was watching the plane. I didn't notice any airplanes taxiing in front of the TBM Avenger. I was about 50 ft. away from the Avengers right rear in about a 45 degree angle N/W. I heard a tearing noise that was high pitched ripping of aluminum. Items were being thrown out to the left side. I moved closer to it and saw that there was a homebuilt smaller white plane that was hit by the Avenger. I am Airline Transport Rated Pilot and have 6,500 hrs. total time. I fly the Citation Jets."

Signed Todd Duhnke

While I was talking to Todd, EAA security brought over another witness who identified himself as Donald Bruce King [REDACTED] I asked Donald King what he observed. He stated that he was packing up his belongings in his airplane that is parked approx. 250 feet east of the taxi way where the airplanes were taxiing going to the south. Donald King stated that he noticed there was a white smaller RV-6 in front of a Warbird Avenger plane. Donald stated that then he went back to packing up items. He then metal against metal sound. Donald King stated that he looked up and saw that the Avenger prop was chewing up the tail of the white plane and it tore through the fuselage, then the prop stopped. Donald King stated that the smaller plane's prop was still moving which moved the plane a little forward and to the southwest and then the prop stopped on the smaller plane. Donald King pretty much had the same statement as Donald Conrad, just that he informed me when the planes props stopped, therefore I did not take a written statement.

When I was done talking to the witnesses, EAA security did have the area that I was guarding roped off. Therefore I went by Sgt. Mack W16 to see if anymore assistance was needed. Sgt. Mack stated that when they are ready to remove the home made RV-6 airplane that I will be escorting it to a hangar. A smaller home made RV-6 airplane was later loaded onto a flatbed carrier, after the passenger was removed from the airplane. I then followed the maintenance personnel who identified himself as Scott J. Gross [REDACTED]. Scott Gross escorted myself and the flatbed with the airplane on it, over to the hangar through the runways of the EAA airport. At 3:06 p.m. we arrived at the East T's hangar which is located to the south of Wittman Airport. The numerical number on the hangar is 440. The airplane was placed in hangar #E3 and locked with a Master lock. Scott Gross stated that he has the key to the hangar, along with another personnel. I then informed Sgt. Mack that the airplane was secured and cleared the scene.

No further information.

Dep. D. Handrich W35
Ln 07-31-06

ENTERED DATE/TIME: 7/31/2006 09:21:17
NARRATIVE TYPE SUPPLEMENTAL NARRATIVE
SUBJECT: SUP004 - KRONCKE - 07/30/06