

NATIONAL TRANSPORTATION SAFETY BOARD  
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI06FA206A&B

INTERVIEW DATE: 7/30/06

TIME OF INTERVIEW: About 1600

PERSON INTERVIEWED: Sandra Lawrence

RELATIONSHIP TO ACCIDENT: Point Person, EAA

SUBJECT: Events concerning TBM/RV-6 accident

Point person for northbound traffic in "ditch" and eastbound Tower Rd. traffic.

11 years experience. 5-6 years at the point. Arrived around 1000-1030 to do the point.

Had wands at intersection for both sets of traffic. 2 warbird aircraft on Papa. How much traffic ahead of TBM.

I looked over and saw TBM powering into the aircraft in front of him. The RV. My angle: Couple of aircraft on Tower Road. Couldn't see if RV was moving. If RV was moving, the TBM was moving faster but I don't know if RV was moving. How many aircraft in front of TBM? I don't know. At least 2 on Tower Rd.

Spacing: Up to pilot. No flag person between aircraft. A good 7-10 feet between aircraft.

Could see the RV but couldn't see if it was moving. TBM going down Papa but I don't know any details.

I have 4 areas of traffic to be attentive to.

Any similar situation? Most experienced people out there. Run it smoothly and efficiently. Always a concern with taildraggers.

INTERVIEWED BY:

*SILCIMAN*

NATIONAL TRANSPORTATION SAFETY BOARD  
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI06FA206A&B

INTERVIEW DATE: 7/30/06

TIME OF INTERVIEW: About 1630

PERSON INTERVIEWED: Jeremy Brown

RELATIONSHIP TO ACCIDENT: Point Person, EAA

SUBJECT: Events concerning TBM/RV-6 accident

11 years experience. 5-6 years at point.

I was moving traffic from Tower Rd. and send them east. Moved traffic south.

I heard impact and saw debris flying. Warbird still moving. Stopped Cessna for emergency crew. Put Cessna and RV into the grass.

Not seen a similar situation.

Ideas? Paved ditch, warbirds get priority, communicate with people in the shack.

Sandra: Warbird flagger on scooter as walkman. Extra set of eyes. Immediate departures off of 18R.

INTERVIEWED BY:

*SILLIMAN*

NATIONAL TRANSPORTATION SAFETY BOARD  
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI06FA206A&B

INTERVIEW DATE: 7/30/06

TIME OF INTERVIEW: About 1700

PERSON INTERVIEWED: Ken Whyte

RELATIONSHIP TO ACCIDENT: Chairman Custom Parking

SUBJECT: Events concerning TBM/RV-6 accident

Golf cart. 1 driver and 1 observer.

Radio communication. Don't have radios. Hand signals. At departure of 18R need radios at end of runway.

Flag guys. Never try to pack them in. 10-15 feet minimum.

Bikes with warbirds. 18L for departures. Not enough ATC to work 18L.

INTERVIEWED BY:

*SILLIMAN*

NATIONAL TRANSPORTATION SAFETY BOARD  
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI06FA206A&B

INTERVIEW DATE: 7/30/06

TIME OF INTERVIEW: About 1730

PERSON INTERVIEWED: Jim Casper

RELATIONSHIP TO ACCIDENT: Vice-Chairman Flight Line Ops

SUBJECT: Events concerning TBM/RV-6 accident

Flaggers. End of my operation. Just at the end of threshold of 18R.

Flight line ops by paved ditch. One at paved ditch and across of 18R of displaced runway. Out onto 9/27.

Flow. Essentially the same. Stop planes from stopping on runway and make sure there's enough space on other side of runway. Some warbirds request full runway. Remove cones. Plane departs. Put cones back. People usually have paddles. Aircraft can see them. If aircraft are close. Use wands.

Spacing. Alpha taxiway. 2-3 aircraft lengths. Bunched up. Slow aircraft down not to get bunched up. Any criteria for distance?

Don't know what happened. Doug Powers saw it. Talking back and forth with tower. Aircraft movement. Doug can come up on my freq. Tower doesn't monitor Custom frequency. Doug monitors flight line and tower. Heard Doug on radio saying there was an accident. Connects Customs procedures and Flight Line procedures.

INTERVIEWED BY:

*SILCIMAN*

NATIONAL TRANSPORTATION SAFETY BOARD  
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI06FA206A&B

INTERVIEW DATE: 7/31/06

TIME OF INTERVIEW: 1110

PERSON INTERVIEWED: Rick Siegfried

RELATIONSHIP TO ACCIDENT: President of Warbirds of America

SUBJECT: Events concerning TBM/RV-6 accident

Hours in TBM: 50 hours.

Pilot flew in air show on Friday. I didn't fly in air show. T-6.

Pilot had 10 hours in TBM. Just got his type rating. Lots of time in warbird aircraft: P-51's and T-6's. Similar skills in air and ground.

TBM. Visibility off the nose? Narrow taxiway. Not big. Restricted. I have not flown TBM at Oshkosh. Some T-6's have steerable tailwheels.

Pilot has flown both steerable and non-steerable T-6's. Use brakes and rudder for training. T-6: Much easier on taxiway.

TBM training: Single control airplane. Checkout. Not dual control. FAA accepts T-6 backseat - simulates poor forward visibility.

Type rating. Extensive oral. Designee observes from the ground.

Propeller well below idle range. Could be 600-800 RPM.

Taxi straight forward and need to make "S-turns."

INTERVIEWED BY:

*SILCINAN*

NATIONAL TRANSPORTATION SAFETY BOARD  
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI06FA206A&B

INTERVIEW DATE: 7/31/06

TIME OF INTERVIEW: Business Hours

PERSON INTERVIEWED: Tina Wolf

RELATIONSHIP TO ACCIDENT: Witness

SUBJECT: Events concerning TBM/RV-6 accident

S-turns. I did see that previously. When they were coming up the runway. They were then, but I was looking at the aircraft further up front. I don't know how to identify planes. Small one - accident airplane. Another small one. Going to take picture of larger warbird. Quite a few down the line. At center point. Probably 8-10 aircraft in front.

A large, blue warbird, B-25 "Bulldog" in front.

Was the aircraft you saw doing S-turns? No. The accident aircraft. When it was further down. I can't say that at the time of the accident if he was doing S-turns. 10-15 minutes earlier.

INTERVIEWED BY:

*SILVERMAN*

NATIONAL TRANSPORTATION SAFETY BOARD  
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI06FA206A&B

INTERVIEW DATE: 8/1/06

TIME OF INTERVIEW: 0745

PERSON INTERVIEWED: Mack Taylor

RELATIONSHIP TO ACCIDENT: Lancair Pilot

SUBJECT: Events concerning TBM/RV-6 accident

I saw the whole thing. Everything. We got to aircraft to depart. In row over by Lancair. Right of Homebuilt airplanes.

A posse pulled aircraft up to edge of runway. Pull in whenever you want to. Gun it and get on taxiway. Avenger. Didn't want to go in front of Avenger. Went on runway behind it. Tower/departure frequency monitored. Taxied behind TBM. Start and stop.

Tower frequency. Just talking to departing aircraft. No FAA guidance for taxiing. Just moved ahead when line moved ahead. I stayed way behind TBM because of prop wash. TBM wasn't doing S-turns

Made no S-turns. We commented on the fact that he wasn't making S-turns. All of a sudden. Black smoke and pieces flying everywhere. It was horrible.

Orange vest. Cut engine. 15-20 minutes later - taxied back.

Orange vest on runway 27 gave specific instructions. Specific instructions on north side.

We were directly behind TBM.

Opinion: Didn't know RV-6 was there. He was looking at aircraft in front of RV. He should have been able to see wings of RV.

TBM never made S-turns. Straight down the runway.

No ground handlers. Should have had help. No business mixing enormous warbirds and small aircraft. Walking with big aircraft or separate taxiway. No verbal ground instructions.

North ramp. Taxiing to 18. A lot of diagonal taxiing. Someone on runway. 2 hands overhead or X wands. Taking directions from next person ahead. Enormous 2 engine Coast Guard amphibian in front of me. Held me in position. Moved amphib. Then the rest of us moved ahead. 11 to Rwy 18. No taxi directions or guidance.

6 vested people to push me up to taxiway. Once on taxiway, you're on your own. Runway 27 has coordination

East side of taxiway. Looking at guys up ahead. Communicating with people ahead. Orange vest and X hands. Well controlled. Going in that direction to runway 27. Kid glove treatment. To 18, no guidance at all. Aircraft should be making S-turns.

Could TBM make shallow S-turns? No problem to taxi to keep pivot on centerline with pilot being pivot point. 45 to 45 degree from one way to another. One brake and then the next brake. 90 degrees.

Separate big airplanes from small airplanes. Someone walking along. Never any radio communications to TBM. No ground control radio communications.

INTERVIEWED BY:

*SICIMAN*



NATIONAL TRANSPORTATION SAFETY BOARD  
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI06FA206A&B

INTERVIEW DATE: 8/2/06

TIME OF INTERVIEW: 1300

PERSON INTERVIEWED: Brad Kidder

RELATIONSHIP TO ACCIDENT: Witness

SUBJECT: Events concerning TBM/RV-6 accident

I was abeam accident when it happened. Photos of TBM. Behind RV-6. Several cycles of taxiing movements. Thought it was an optical illusion when TBM taxied toward RV-6. Saw the impact. RV-6 engine still running. I went out to airplane. Then pilot popped up and shut down airplane. TBM engine shut down.

Taxiing. TBM. Never saw him cocked on taxiway. From time he taxied onto Papa taxiway, never cocked the airplane to look out the side. Always straight on. Many cycles of stop and taxi but never saw the TBM cocked to the side.

INTERVIEWED BY:

*SULLIVAN*

NATIONAL TRANSPORTATION SAFETY BOARD  
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI06FA206A&B

INTERVIEW DATE: 8/1/06

TIME OF INTERVIEW: 1030

PERSON INTERVIEWED: Todd Dunke

RELATIONSHIP TO ACCIDENT: Witness

SUBJECT: Events concerning TBM/RV-6 accident

Was at warbirds gift shop. Saw TBM running in warbirds line. Listening to engine running. TBM taxiing to end of runway 22. TBM taxiing very slowly. Watched TBM taxi. Saw him taxi to 18R flag. Waited at marshalls. Walked to TBM. Taxied southbound on taxiway 1/2 along taxi - around right rear quarter. Kept eye on TBM. Taxiing very slowly. Very deliberately. Exercising a lot of care. Looking forward. Then looked left. Then I saw TBM hit tail and the material spewing out the left side. Could see aircraft underneath him. TBM stopped.

I was stunned. He stopped. Engine kept running for a couple of seconds. 20 - ~~300~~<sup>30</sup> feet from accident site. Stopped and watched. Nobody marshalling TBM.

TBM did not do any S-turns. He wasn't making any S-turns.

Proceeded ~~down~~<sup>down</sup> the taxiway without S-turns. TBM hit RV-6 no faster that walking speed.

Pilot looked around. He was all right. Only saw pilot of RV-6. He was all right. TBM. Shut down. Looked over right wing. He was shaken.

Did not see TBM do S-turns. Taxiway narrow and TBM wide. No marshalling guiding TBM. He couldn't see much more that 300 feet in front of him.

Watching him. Never saw the RV-6. Stunned to see the RV-6. I didn't even notice it. I never saw him and I was only focused on the TBM.

TBM moving very slowly. Very deliberately. Deliberate. Proper precaution.

INTERVIEWED BY:

SICKMAN

NATIONAL TRANSPORTATION SAFETY BOARD  
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI06FA206A&B

INTERVIEW DATE: 8/2/06

TIME OF INTERVIEW: 1450

PERSON INTERVIEWED: Paul Redlich

RELATIONSHIP TO ACCIDENT: Pilot of TBM

SUBJECT: Events concerning TBM/RV-6 accident

Never saw RV-6. Only airplane ID'd was Tundra airplane.

Why doesn't EAA place flagmen along taxiway like they do at other places? Should be a mandatory thing. They have them everywhere else.

Land on runway 27 to south side of 27 to warbird area. 9/27 EAA flagmen every 200 feet. Why not on Papa taxiway?

Flew on Friday. Tightly controlled show. Never any conflicts on runway or taxiway. I was only one on the runway and taxiway.

Only time taxiing on Papa taxiway. During air show departed P1 at full length runway 18 departure.

Flagmen at approach end of runway 18. Flagman in grass area to marshal through the grass to hardsurface. Takeoff 18. Radio instructions through air boss. Air boss choreographed air show participants. Landed 36. Turnoff relatively far down the runway. Heavy aircraft ahead so kept airspeed up. Taxied on Papa taxiway. No other aircraft on Papa. 2nd TBM did not land at OSH> Knew from briefing - no aircraft opposing me.

1st time on Papa with other aircraft.

Flown at Oshkosh on previous years? 15 - 18 years. Always a tailwheel warbird. Never departed using Papa Runway 9 departures or runway 27. Runway 18 departure an unusual event. Never departed using Papa the other years.

10 hours TBM. 1400 hours in T-6's. 60 hours in P-51. 70 hours in Stearman. Staggerwing Beach. Complex civilian aircraft.

TBM any different? No. Same characteristics.

Recommendations: 1) EAA abandoned established procedures of having marshallers along the taxiway Previous experience on 9/27, there's a line of marshallers in view directing traffic.

Relative narrow width of taxiway prevented a large angular change from taxiing on centerline. "Shallow S-turns in confine of taxiway width."

INTERVIEWED BY:

*Handwritten signature*

JAMES SOYKE - [REDACTED]

7/31/06 1229

I WAS STANDING JUST OFF THE TAXIWAY SHOOTING TO THE NORTH AS AIRCRAFT WERE TAXIING FOR DEPARTURE. I USE A LONG TELEPHONE LENS FOR THE PURPOSE OF GIVING A COMPRESSED "STACKED" LOOK TO THE AIRPLANES. I LIKE THE LOOK OF DISSIMILAR AIRCRAFT FROM THE FRONT VIEW, AS JETS, HOMEBUILTS & WARBIRDS ALL CONVERGE IN ONE AREA. I HAD PURPOSELY POSITIONED MYSELF SOUTH OF THE INTERSECTION BECAUSE VERY FEW AIRCRAFT WERE TAXIING BY ME FROM THE SOUTH. I CHOSE TO SHOOT FROM THIS POSITION BECAUSE BEING THE LAST DAY OF AIRVENTURE THERE ARE ALWAYS A LOT OF AIRCRAFT WANTING TO LEAVE AT ONCE, SO IT IS A GOOD OPPORTUNITY TO SEE LONG LINES OF AIRCRAFT ON THE TAXIWAY WAITING TO DEPART.

S In 130/06

I observed the TBM behind the RV as debris flew up into the air. The TBM propeller was stopping at the time I observed the accident and the RV was still producing power. The RV was shutting down as I approached the plane.

I interviewed several of our staff and it was reported that no S-turns were being done by the TBM. It was also reported that several people along the crowd line attempted to stop the TBM while waving their arms and yelling but they were not noticed.

There were 2 RV immediately in front of the TBM and the lead one moved along the line faster than the 2nd one. The TBM Pilot might have thought the first RV was the 2nd RV.

Operations along "Popa" have our flag people at the intersections only.

~~XXXXXXXXXXXXXXXXXXXX~~  
Custom/Handbuilt Parking.

Page I

James E Higham

On July 30, 2006 late morning at OSH my son Steven James Higham and myself James Edward Higham were standing west of the north south taxiway paralleling the north south runway watching aircraft awaiting departure. The TBM Avenger had stopped directly in front of our position directly behind a home built aircraft RV6 which was also stopped awaiting his turn to continue south.

My son and myself are both pilots and I was commenting on how the avenger pilot had to work to see forward during his taxi. The avenger began to taxi south and the RV6 was not moving, I thought it <sup>(RV6)</sup> must be further to the side of the taxiway than it appeared because the avenger was not slowing down. Not until the avenger propeller struck the <sup>RV6</sup> tail did I realize they were in line with each other. When this occurred I began running toward both aircraft waving my arms and making a motion to cut your motor by running my hand across my neck in a cutting motion. The avenger stopped just after its propeller entered the cockpit of the RV6 and dismembered the right seater and then the avengers engine shot down. I approached the RV6 from the right hollering and motioning to the RV6 pilot to shut his engine down, after his engine stopped I ran around the nose of the RV6 and approached the pilot from the

left side asking him if he was hurt.  
I think I actually said OK instead of hurt.  
I asked him a couple times before he  
looked at me and nodded yes.

At this time the safety personnel began arriving  
and told me to move back.

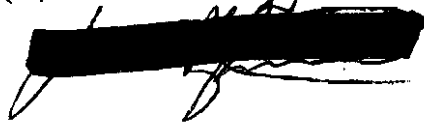
My son had accompanied me waving his arms  
and all the way to the RVG.

After moving back, my son and I regrouped and  
sought officials to tell what we saw.

Although I cannot say for sure but I  
think some of the ~~aircraft~~ aircraft ahead  
of the RVG were moving but I know for  
fact the RVG was not moving

Page 2. nothing follows

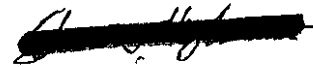
James E. Higham



7/31/06

On Sunday July 30 2006, my father, James Edward Higham and I, Steven James Higham were attending the 2006 Airventure fly-in, in Oshkosh Wisconsin. It was late morning 10-12 AM, as we were watching aircraft taxi by and depart the airport. We had turned our attention to an Avenger that was coming up the taxiway. We were watching the avenger wait in line to depart the airport. The avenger stopped directly in front of us. We were looking at the airplane when it started to move forward, I saw the RV in front of the avenger but I at first thought that the two airplanes were not directly in-line with each other. When the avenger started to move forward it's prop started to get into the tail of the RV. I started to wave my arms and try to get the avenger pilots attention. When the prop on the avenger stopped my father and I ran to the RV. My dad got the attention of the RV pilot and told him to shut of the engine. My father then asked if the pilot was ok, the pilot nodded. Around this time the people in the orange vests told us to get back. We then went back behind the cones and watched for a few minutes. After that we went to find somebody to talk to about what we had seen.

Steven James Higham







JOE SCHUMACHER  
Director of AirVenture  
Aircraft Operations

EAA Aviation Center  
P.O. Box 3086  
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( [REDACTED] )

( [REDACTED] ) Fax

AirVenture Taxi Pops 18 P

Pilots are directed on to the PAPA  
taxiway at P1 + P by EAA Flag Persons.  
All taxi one behind the other to  
the taxiway in front of the control  
tower where they are directed onto  
the runway for take off by  
ATC personnel. They (Pilots) are  
not controlled by ATC ground  
control or by EAA Flag Persons  
while moving along on

Taxiway PAPA

( [REDACTED] )

Sun July 30

We have a flagman on  
PAPA @ PAPA I directing  
Traffic one way southbound  
They Taxi on their own  
to Tower Rd where  
a flagman feeds ATC  
for Take off. PAPA  
was full of Taxiing aircraft  
The paved drain ditch was  
full of aircraft Taxiing  
north bound for departure  
at tower road. Traffic  
today was slow + stop + go.  
on PAPA

~~\_\_\_\_\_~~  
Custom Parking