

WINNEBAGO CO SHERIFF'S OFFICE STATEMENT OF:

DATE: 20160724

TIME: 1805L

NAME: Matthew J Parker / DOB: [REDACTED]

HGT: 5'11 WGT: 155 HAIR: Bru EYES: BLU PHONE: [REDACTED]

ADDRESS: [REDACTED] Bellever, NE 68123

DL #: _____ EXP: _____

COMP/ACC #: _____ COMP/ACC TIME: _____

COMP/ACC LOCATION: 2 Ship formation A/C on left side of formation landing RW 36R

50 feet above touch down stalled out.

Snapped into stall rotating a quarter or half turn impacting the nose to the ground of the A/C.

Private Pilot (Eye witness)

SIGNATURE: [REDACTED]

WRITTEN BY: Matthew J Parker PAGE 1 OF 1



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards District Office
4915 South Howell Avenue
Milwaukee, WI 53207

FAA STATEMENT OF WITNESS

This statement is intended for use in determining the facts, conditions and circumstances of the subject accident and to discharge the nine FAA responsibilities.

Date 7/24/2016

Place of accident Oshkosh Runway 36 L Date 7/24/ Hour 1800

Type of vehicle _____

Identification of vehicle _____

What is your name? Kyle Henderson [Redacted]

Address [Redacted], Rochester MN 55902

Occupation Software Engineer Employed by IBM

Where were you at the time of the accident? Sitting beside my Airplane

Tell in your own words what you saw or heard before and at the time the accident occurred:

I was reading and watching approaching aircraft to runway 36. I looked up and saw the Aircraft on about a 45 degree angle to runway 36 L. It was facing westerly. I looked too slow, wobbled, then pitched up before spinning right wing over left. It inverted and impacted upside down nose first.

[Redacted Signature] _____
Signature



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FAA STATEMENT OF WITNESS

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Date 24 JUL 16

Place of accident KOSH short final 36 Date 24 Jul 16 Hour 1805L

Type of vehicle Single LSA

Identification of vehicle N167BL

What is your name? Ben Hilliger

Address [REDACTED] Lincoln, NE 68516

Occupation Boom Operator, USAF Employed by KSANG/USAF

Where were you at the time of the accident? on tram near South 40

Tell in your own words what you saw or heard before and at the time the accident occurred:

Noticed plane in nose-down attitude approx. 20' AGL to impact. I am a SEL inst Pilot. Pilot # [REDACTED]

[REDACTED]

cell

[REDACTED]

Signature [REDACTED]

Crash @ KOSH 1-24-16
around 0605 local time

Bill Crow - Private Pilot

[REDACTED]
YORBA LINDA, CA 92886

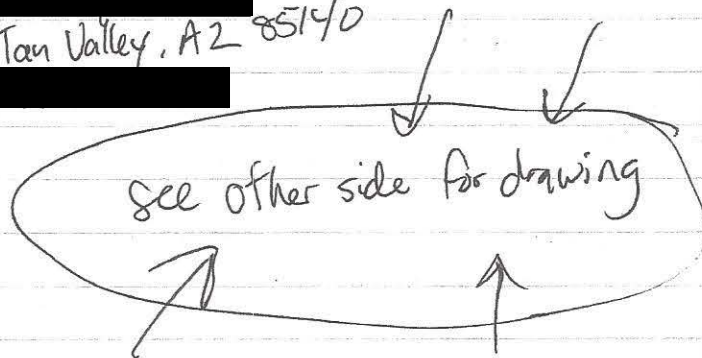
[REDACTED] ~~WING~~
SAW WHITE LOW WING, ROLL ~~RIGHT~~
WING-UP FROM SLOW APPROACH SPEED
STALL AND ROLL TO LEFT - INVERTED
NOSE LOW FROM 150', IMPACT
GRND. NO FIRE. NO MOVEMENT

Richard Fornaca - Private Pilot

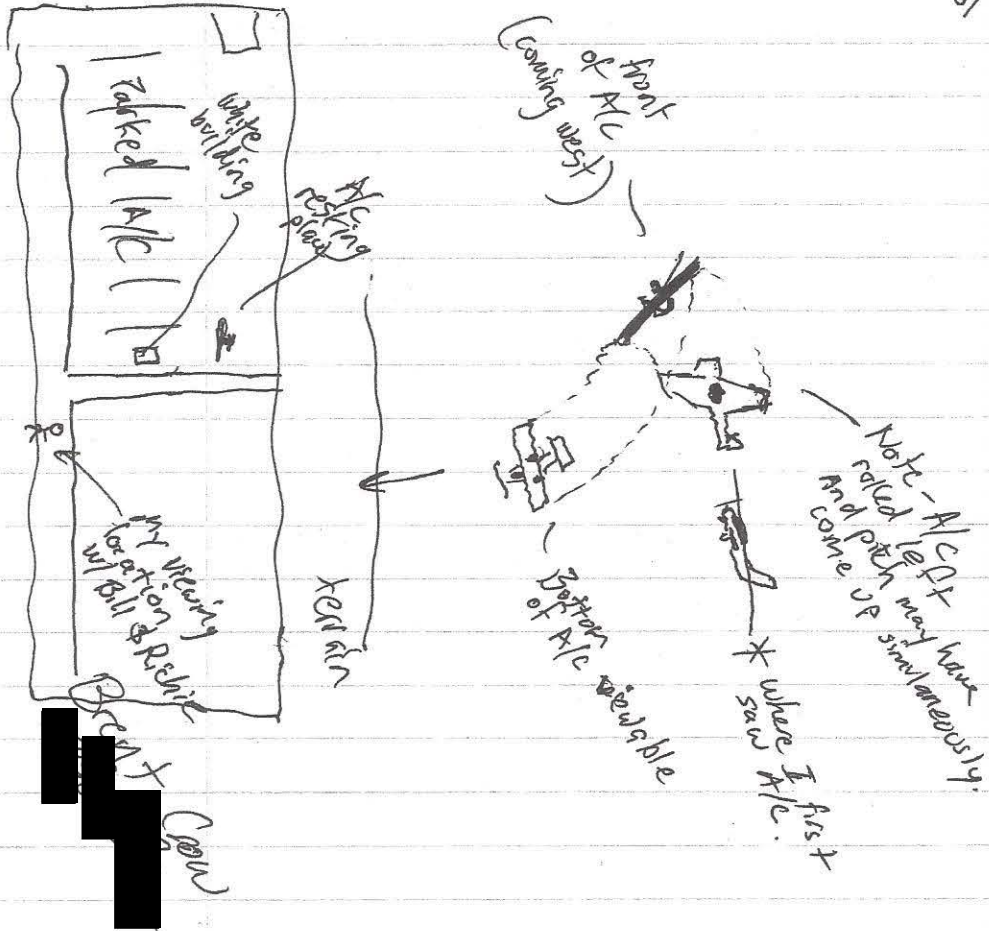
[REDACTED]
Chino, CA 91710

[REDACTED]
Brent Crow - CFII Safety Manager at
a large flight school.

[REDACTED]
San Tan Valley, AZ 85140



In short
A/C stall
Spun into
terrain - loss of control



HOULIHAN

JOHN HOULIHAN

[REDACTED]

N3425S

ROW 114

FLYING LOW +
SLOW BEHIND
OTHER AIRCRAFT
WAKE TURBULANCE
ROLLED LEFT THEN
RIGHT THEN NOSE
UP ROLLED INVERTED THEN
STRAIGHT DOWN 90°

Ed Feltner

[REDACTED]

SAME-THING

APPROX 20-30

FEET OFF OF
THE GROUP

EAA Staff Member

Bob Campbell

[REDACTED]

[REDACTED]

Call

FRANK WINGER

[REDACTED]
ALLENTOWN, PA 18104

[REDACTED]

APPROX 30'-50' AGL, PLANE
ROLLED RIGHT (LEFT WING HIGH)
NOSE LIFTED TO NEAR VERTICAL,
PLANE NOSED OVER & CONTACTED
GROUND NEAR VERTICAL
NOSE FIRST

BOB MARTIN, JR.

[REDACTED]
OAKLAND, MI 48363

I SAW 2 AIRCRAFT APPROACHING
TO LAND RWY 36 IN FORMATION
FLIGHT TRAILING AIRCRAFT
STARTED BANKING TO HIS LEFT,
LEFT WING DROPPED AND
IMPACTED GROUND VERTICALLY.



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region

Record of Telephone Conversation

Person Interviewed: Bob Campbell - EAA

Date: August 3, 2016

Subject: – CEN16LA283

He was sitting toward the end of runway 36, near the controllers (pink shirts), watching the airplanes land. He saw the accident airplane and stated it was landing alongside another Bristell. The accident airplane was on the west side of the other airplane and either even with or slightly behind.

He stated the wind was out of the west and it looked as if the accident airplane was blown slightly toward the other airplane. The pilot corrected to the left. He heard an increase of engine power and the nose came up. The airplane then stalled. The left wing dropped becoming perpendicular to the ground. The airplane descended with the nose impacting the ground prior to flipping inverted.

He stated that he initially thought the pilot was going to perform a go-around.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator