

From: SARUFFIN [REDACTED] [mailto:SARUFFIN [REDACTED]]
Sent: Monday, August 02, 2010 11:16 AM
To: Sauer Aaron; aaronmsauer [REDACTED]
Subject: Jack Rousch Crash Photo 1 of 5--Steve Ruffin

Aaron,

As we discussed at OSH, I've attached a photo of the Jack Rousch crash. It was taken only a few seconds after impact. At least one engine is running and continued to run for a minute or two after impact.

The photo was taken from the flight line of runway 18 a couple hundred yards south of the impact. I witnessed the entire sequence of events starting from when the jet entered downwind. Below is a description of what I saw.

The photo sizes are pretty large, so I'll send the remaining four in subsequent emails.

Hope this helps. If I can be of further assistance, please let me know. Good luck!

Steve Ruffin
saruffin [REDACTED]
[REDACTED]
Arnold MD 21012

What I saw:

At about 6:15 p.m. on Tuesday July 27, 2010, I observed a small jet enter the pattern for active runway 18, Wittman Regional Airport, Oshkosh, Wisconsin. It proceeded north on downwind, turning west onto base leg. By this time it appeared to be lower than it should have been, compared to other aircraft I had been watching land, which caught my attention. It turned sharply left to the south onto a short final but didn't seem to be able to make the turn sharp enough to line up with the runway. It suddenly turned sharply to the right and headed out over the flight line west of the runway, where airplanes were parked and people were standing. At this time, as it was heading very low in a SW direction, it veered suddenly and sharply back to the left toward the runway when it fell out of the sky and hit heavily just off of the taxiway to the west of runway 18. It impacted about 200-300 yards to the north of where I was standing. It seemed to hit hard on the left wing and spin around to the left. At least one engine continued to run at slow speed for a minute or two after the crash. I started to take photos about 15 seconds after the crash.

Stephen J. Scheick, Jr.

[REDACTED]
Holtsville, NY 11742
[REDACTED]

August 17, 2010

Mr. Andrew T. Fox
Air Safety Investigator
National Transportation Safety Board
[REDACTED]

West Chicago, IL 60185

Dear Mr. Fox:

Please accept this statement as part of your investigation of the crash involving a Hawker Beechcraft jet on July 27, 2010. Your reference number is CEN10FA443.

On July 27, 2010, I attended the EAA Airventure event in Oshkosh, Wisconsin. On this date, I witnessed a portion of the accident involving a gray private jet which later became known to me as tail number N6JR. I do not recall the exact time of the accident, but do recall it was after 6:00 PM because the air show had ended for the day.

At the time of the accident, I was seated on a bench located just east of the Theater in the Woods pavilion and west of the Vintage Hangar pavilion. I was facing east toward runway 18R/36L. Although my view to the east was somewhat obscured by trees, there was an opening in the trees that allowed me to clearly see a gray colored twin engine small business jet coming directly toward me with the landing gear down. I do not know the jet's exact compass direction, but given the direction I was facing I believe the jet was flying slightly south of a westerly direction on what appeared to be a base leg toward runway 18R.

At some time during the base leg, the jet turned south (to the jet's left and my right) at which time I lost sight of it due to the trees. Prior to losing sight of the jet, I did not notice a significant angle of bank to its left. I would estimate that I observed approximately 30 percent of the turn.

While still facing east, the trees that obstructed my view continued to the right until they ended at approximately my 2 o'clock position. At approximately the same instant that I lost sight of the jet, to my right for one to two seconds I saw what appeared to be a yellow high-winged single engine small airplane on a southerly direction. The aircraft's wings appeared to be level and it was in a shallow climb but at a low altitude. I could not estimate its exact height. I noticed this airplane because of its color and how it contrasted with the green color of the tree leaves. The flight path and proximity of the yellow airplane to me made me believe it was flying above runway 18R.

After seeing this, I heard a sound similar to a loud car crash and then the sound of a loud jet engine. I proceeded toward the sound and observed a gray twin engine private business jet with tail number N6JR. This jet was lying in the grass on the lower fuselage to the west of the runway. The landing gear was missing. The aircraft was facing north-northeast with at least one engine still operating. The sound of the engine was loud and remained this way for approximately 60-90 seconds at which time the pilot reduced engine power to what appeared to be idle, then eventually off. The fuselage was broken in two vertically around the circumference of the fuselage even with the trailing edge of the wing. The tail section was still attached to the forward portion of the fuselage. With assistance of firefighters, a male and female were removed via the forward access door.

For your reference, I was standing directly behind a CNN cameraman while he was taking video and speaking with someone about this accident via cell phone. This video was eventually uploaded to their website. At your request, I will provide personal digital still photographs taken at the scene. These photographs are essentially the same as what the CNN cameraman recorded.

I trust this meets your needs. If you or another investigator have any further questions, please feel free to contact me at the numbers below, or my personal email

[REDACTED]

Sincerely,

Stephen J. Scheick, Jr.

Home [REDACTED]

Cell [REDACTED]

September 4, 2010

NTSB – Chicago Office
General Aviation Accident Witness Report

██████████
West Chicago, Illinois 60185

Reference: NTSB Identification: **CEN10FA443**
Accident occurred Tuesday, July 27, 2010 in Oshkosh, WI
Aircraft: Hawker Beechcraft 390, registration: N6JR

Subject: The current NTSB 'preliminary' report is inconclusive as to the final moments for Jack Roush's flight that ultimately led to a crash at Wittman Regional Airport (KOSH), Oshkosh, Wisconsin. I provide information below which when compared to visual clues (primarily photographs taken of the crash sequence – this is the best series (<http://jalopnik.com/5614781/jack-roush-plane-crash-series//gallery/1>) could explain why the crash occurred.

From the referenced NTSB report:

"The airplane then turned left toward the runway centerline and began a descent. During this descent the airplane's pitch appeared to increase until the airplane entered a right bank and struck the grass area west of the runway in a nose down, right wing low attitude."

Starting with 'during descent the airplane's pitch appeared to increase...', this is the moment I witnessed while standing in an open area very near the runway. Jack's airplane appeared to be trimmed for landing but also appeared to still be off the runway centerline (hard to tell due to aircraft speed and from my viewing angle). However, what seemed very odd at this moment was the application of (what appeared to be) full power to the port (left) engine only.

My sense was that Jack was executing a go-around maneuver, but trying to do this with a single engine seemed very odd indeed and made no sense. It was at that moment that power was applied to the single engine that the airplane began its right-hand roll. I lost view of the airplane at that point so did not witness the inevitable crash, but the photo sequence referenced above provides the necessary details.

I'll leave the final analysis to the experts, but considering aileron position during the right-hand roll (it appears Jack is trying to counteract the roll), and the engine plume and driving force of the port engine after impact this all makes sense. What doesn't make any sense is why Jack applied power to only one engine.


After the crash, it took some time for the port engine to be taken off high/full power and shut down. I remember this vividly since the possibility of fire seemed much higher with an engine running at high speed with a ruptured fuselage and possible

fuel lines as well.


Jack (and his passenger) were extremely lucky to survive this crash but what still makes no sense in my mind is why he did what he did in these final moments of his landing sequence at KOSH.


Feel free to contact me directly if there's any interest in discussing this testimony. I'm submitting this since the visual evidence appears inconclusive and an eye witness account on the ground who saw and heard the event might help.


Thanks and I wish you all the best with your investigation.


My contact information:

Glen W. Maxson

Private Pilot, Certificate # 


Rocklin, CA 95677

Home: 

Cell: 

SOURCE → FAA CHRISTINE Soucy

Witnesses located at Tower road and P taxiway area.

1. James A. Gardner

[REDACTED]

Racine, WI 53406

Hm [REDACTED]

Cell [REDACTED]

Work [REDACTED]

Mr. Gardner is a police officer of the Village of Calodonia.

Calodonia police department, [REDACTED]

Mr. Gardner stated that he remarked that the cub got its tail up immediately on take off and did a short field take off. It lifted off and began "slipping left" going slowly into a headwind. The arriving jet (N6JR) was turning from base to final when the cub was between runways 18L and 18R. He said that he thought the pilot of the jet would probably have the cub "in his sights". The cub kept going away and was "no longer a factor" as the jet powered up. The jet's nose pitched up and "swung left" then back right and "over corrected left and had that right wing stall".

The jet was turning base from the downwind when the cub was issued its take off clearance. The jet overshot the final.

2. Eric Toslek Homebuilt Parking, [REDACTED].

Mr. Toslek initially thought that the cub had departed from runway 18L. It was over the grass between runways when the jet was making a correction, coming back to runway 18R.

3. James Hilleshiem, Co Chairman Homebuilt Parking, [REDACTED]

The jet flew right over his head, startling him because it was at a very low altitude. The cub was long gone at that time.

4. Dennis Gaulden, cell phone: [REDACTED]

Was on the platform along with Jeff Gallus, the fellow who got the video of the event with his cell phone. Mr. Gaulden stated that he saw the cub begin its take off on runway 18R when the jet (N6JR) was on the downwind turning on to the base leg. He also stated that the cub was

over the grass (to the left) of runway 18R when the jet was “half way through its base”. He further stated that when the Gallus video begins, that is when the cub is over the grass.

5. Brittany Toslek, Homebuilt Parking [REDACTED]

Ms. Toslek did not see the cub depart but she did see it when it was over the grass after the take off. She said that she “felt the cub was not in the way (of the jet)” and that the jet seemed to go around it.

All witnesses agreed that the jet flew over the crowd, overshooting the final.