

From: [REDACTED]
To: [REDACTED]; [REDACTED]
Subject: Fw: EAA mid air collision
Date: Sunday, July 30, 2023 9:20:19 AM

FYSA

Another witness

Regards,
Erik

Erik R Grosf
Chief-Special Operations Division
NTSB HQ-DC

From: Lucas H [REDACTED]
Sent: Sunday, July 30, 2023 02:45
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: EAA mid air collision

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Hi,

I had witnessed the seconds up to and directly after the mid air collision at EAA air venture on Saturday July 29th

I was taking photos of the rotor craft on the far east side of the ultralight field when the accident had happen. There were three aircraft visible to me on base/base to final/on final at this time, two helicopters followed by a gyrocopter. The helicopters both had passed by me very low and I presume landed based on my photos, and that both types were on the ground after the accident and I don't believe there were multiple of these types flying, a blue Robinson and a lighter grey ish mosquito. The gyro who was following both helicopters had made a hard 180 turn in the pattern, on a base leg over the trees, to what I thought was a go around for spacing purposes. Standing on the east side of the field facing south, aircraft arriving from my left (east), I had looked to my right as no other aircraft were landing soon to take photos of since the gyro looked to be going around, I had heard a loud bang and had looked back to my left (east) and had saw three pieces of an aircraft falling from the sky to the left of the trees on the east side on the field. One was clearly the cockpit of an aircraft, another looked to be a rotor, and other was not clear to me. These pieces were looked to be of darker color.

I had made contact with EAA personal and they connected me to the local sherrifs offices to make a statement and to provide all photos I had leading up to the incident. I am in contact with a local sherif whose email is [REDACTED], and plan to send over the photos I have by the end of day July 30th. Note, these photos are not directly of the incident but of most aircraft in the pattern prior and of the two helicopters who had landed just before

the accident. He had asked me if anything stood out as out of the ordinary and I truly had thought prior to the incident that the hard 180 degree turn by the gyrocopter in the pattern was odd. A go around procedure is not to make a hard 360 in your current leg of the pattern, but rather to make another full pattern.

My name is Lucas Haen, cell number [REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: Fw: CEN23FA333 - OSH - July 29, 2023
Date: Saturday, August 5, 2023 1:21:04 PM

FYSA re your midair

Regards,
Erik

Erik R Grosf
Chief-Special Operations Division
NTSB HQ-DC

From: Melanie 77 [REDACTED]
Sent: Saturday, August 5, 2023 13:58
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: CEN23FA333 - OSH - July 29, 2023

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am writing about the referenced accident. I did not witness the actual midair collision but was closely involved with some of the events.

Just prior to the collision, I had flown with the helicopter pilot, Mark Peterson, in N193AZ for two pattern passes, then landed in the helicopter LZ adjacent to the grass runway (listed as Gold Lot on the EAA map). I exited the helicopter and Tom Volz took my seat (left seat). They departed the LZ, entering the south short traffic pattern as normal. Shortly thereafter we heard that there had been an accident.

Immediately after the event, while trying to determine if Mark's ship was involved or landed elsewhere, I was told by multiple witnesses that the autogyro did a climbing 360 degree turn while on short final. Several EAA volunteers working nearby were surprised at the action of the autogyro pilot. I do not personally know the autogyro pilot involved, nor do I know if he was one of the pilots who had been seen previously engaging in willful disregard of the traffic pattern norms and procedures as discussed by EAA volunteers.

Prior to the fateful day, I had attended the daily pilot briefings from Tuesday through Saturday. The pilot briefing is mandatory if you want to pilot a rotorcraft that day during the rotorcraft flyby session (11:30am to 2:10pm daily). While our own ship was not at OSH this year, my husband and I own a Rotorway 162F, I still attend the briefings as getting updated information is always good, and in case the opportunity to fly becomes available. I filled out the pilot waiver on Tuesday, and prior to taking flight on Saturday filled out the passenger waiver as well. I am a licensed pilot; private SEL and rotorcraft.

During each daily pilot briefing the same issue was brought up: problems with the autogyros. There were several incidents during each of the daily rotorcraft flyby sessions that caused

requests for the autogyro pilots to comply with traffic pattern standards. Unexpected turns, poor pattern entry / exit, and setting up for what appeared to be landing (very low and slow) only to resume flight speeds and gaining altitude quickly, all without communicating their intentions. The pilots were asked repeatedly to stop doing 360 turns and spirals while in the traffic pattern. They were also asked to stop slowing down as if to land (on the grass runway) then unexpectedly climbing back up into the traffic pattern. We have three options when flying in the flyby session: high pass, low pass, or full stop, all of which are to be communicated by the pilot. The request for the autogyro pilots to communicate their intentions was repeated over and over again, at every pilot briefing. As helicopters, we are very maneuverable and can accommodate other aircraft needs. The rotorcraft tower operator (volunteer that helps to coordinate take offs, landings, etc., not OSH tower control) had also requested daily how he could help accommodate the autogyros due to their spool up times and in flight speed requirements. A few pilots apparently had met with the tower person as he made comments during the briefings asking if the changes were helpful. Mark Peterson, due to his vast experience and professionalism, was our unofficial safety officer. The EAA rotorcraft volunteers frequently asked him for his opinions. Mark was well respected for his advice by all. He spoke daily of the need to communicate your intentions, whether helicopter or autogyro.

I personally have flown several times during the rotorcraft flyby sessions over the past several years and found the process well managed and enjoyable. The EAA volunteer crew have been clear in their requests and requirements, and are always helpful should a question arise. They are willing to work with all rotorcraft pilots to ensure a safe and fun experience for pilots and spectators. The traffic pattern is well described during the briefing, and both photographic and map-style visuals are provided. Pilots are encouraged to ask questions and the EAA volunteers will stay after the briefing if a pilot has additional questions. Experienced pilots are willing to take up anyone who would like to see and hear the traffic pattern prior to flying it themselves.

Should you have any questions, please contact me.

Thank you,

Melanie Marshall



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