



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:
Springfield ATCT (SPI)

2. Report Number:
SPI-ATCT-0113

3. Aircraft Identification and Type:
PWA800 ~~LR35~~ (N800GP)
LTJ35

4. Location of Accident/Incident:
Abraham Lincoln Capital Airport, Springfield IL RY22

5. Date/Time of Accident/Incident (UTC):
January 6, 2011 1700 UTC

6. Name (Operating Initials):
Chad J. Jennings (CJ)

7. Title:
ATCS (Developmental)

8. Position and Time (UTC):
T2R 1551-1724 UTC

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. Text of Statement: ORIGINAL SUPPLEMENTAL

 COMMENT NO COMMENT

PWA800 WAS TOLD TO EXPECT VECTORS TO ILS RY31 FWAL APPROACH COURSE AND HAD CURRENT ATIS. PWA800 REQUESTED VECTORS TO RY22. PWA800 WAS THEN VECTORED ONTO THE ILS RY22 AND CLEARED FOR APPROACH. PIREP WAS ISSUED. PWA800 WAS SHIPPED TO TOWER.

11. Signature of Witness:

12. Date of Signature:
1/6/11



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FEDERAL AVIATION ADMINISTRATION

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Springfield ATCT (SPI)

2. Report Number:
SPI-ATCT-0113

3. Aircraft Identification and Type:
PWA800-~~LR35~~ (N800GP) *WJ35*

4. Location of Accident/Incident:
Abraham Lincoln Capital Airport, Springfield IL RY22

5. Date/Time of Accident/Incident (UTC):
January 6, 2011 1700 UTC

6. Name (Operating Initials):
Brad L. Wolff (BW)

7. Title:
ATCS

8. Position and Time (UTC):
T2R 1551-1729 UTC

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. Text of Statement: ORIGINAL SUPPLEMENTAL
 COMMENT NO COMMENT



PWA800 WAS TOLD TO EXPECT VECTORS TO ILS 31 APCH.
PWA800 REQUESTED ILS 22. PWA800 WAS CLEARED FOR THE
ILS22 APCH AND TOLD TO CONTACT TOWER.



11. Signature of Witness:

[Redacted Signature]

12. Date of Signature:

01-06-11

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		1. Name of Reporting Facility: Springfield ATCT (SPI)	2. Report Number: SPI-ATCT-0113
PERSONNEL STATEMENT		3. Aircraft Identification and Type: PWA800 LR35 (N800GP)	
		4. Location of Accident/Incident: Abraham Lincoln Capital Airport, Springfield IL RY22	
5. Date/Time of Accident/Incident (UTC): January 6, 2011 1700 UTC		6. Name (Operating Initials): Bobby M. Bolt, Jr. (BB)	
7. Title: ATCS		8. Position and Time (UTC): T1 1629-1717 UTC	
<p>9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.</p>			
<p>10. Text of Statement: <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL</p> <p style="text-align: center;"><input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT</p> <p>I ANNOUNCED ATIS INFORMATION ROMEO GIVING WINDS AND ALTIMETER. PWA 800 CHECKED ON AND I CLEARED HIM TO LAND RY 22. JUST PRIOR TO TOUCHDOWN I OBSERVED LEFT WING GO UP AND RIGHT WING APPEARED TO SCRAPE RY. AIRCRAFT SKIDDED OFF RY AND I OBSERVED FLAMES.</p>			
11. Signature of Witness: 		12. Date of Signature: 6 JAN 2011	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Springfield ATCT (SPI)	2. Report Number: SPI-ATCT-0113
		3. Aircraft Identification and Type: ^{LJ 35} PWA800 LR35 (N800GP)	
4. Location of Accident/Incident: Abraham Lincoln Capital Airport, Springfield IL RY22		5. Date/Time of Accident/Incident (UTC): January 6, 2011 1700 UTC	
6. Name (Operating Initials): Ryan L. Schantz (RS)	7. Title: ATCS	8. Position and Time (UTC): F3-1619-1724 UTC	
9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
10. Text of Statement: <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL			
<input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT			
<p>I observed PWA 800 on Short Final and touchdown. When the aircraft touched down it appeared the main landing gear was on fire. The aircraft then veered off the runway and into the grass with fire coming from the right side of the aircraft as well.</p>			
11. Signature of Witness: 		12. Date of Signature: 1/6/11	



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1. Name of Reporting Facility:
Springfield ATCT (SPI)

2. Report Number:
SPI-ATCT-0113

3. Aircraft Identification and Type:
PWA800-LR35 (N800GP)

4. Location of Accident/Incident:
Abraham Lincoln Capital Airport, Springfield IL RY22

5. Date/Time of Accident/Incident (UTC):
January 6, 2011 1700 UTC

6. Name (Operating Initials):
James K. Mitchell (JK)

7. Title:
SATCS

8. Position and Time (UTC):
OSIC 1636-1802 UTC

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. Text of Statement:

ORIGINAL SUPPLEMENTAL

COMMENT NO COMMENT

I was working OSIC in the tower cab. I observed PWA800 landing on runway 22. As PWA800 touched down I observed the left wing lower then the LR35 rise in the air to the left, and then correct to the right. The LR35 then caught fire as it left the runway and skidded to a halt in the grass on the west side of the runway. The Ground controller activated the crash phone and reported an alert 3 with a lear jet on fire. After the LR35 came to a halt I observed personnel exit the LR35 and the crash fire and rescue arrive to extinguish the fire and provide emergency assistance

11. Signature of Witness:

12. Date of Signature:

[Redacted Signature]

1/6/2011