0	DEPARTMENT OF TRAN FEDERAL AVIATION AD	
	PERSONNEL ST	ATEMENT
	n of Accident/Incident: ham Lincoln Capital Airpo	ort, Springfield
	Operating Initials): d J. Jennings (CJ)	7. Title: ATCS
Paragraph complete unot to be in discovery,	ete in accordance with FAA Order JO 91, FAA Form 8020-26, Personnel S understanding of the circumstances su ncluded in this statement. This statem depositions, and actual court testimon It will neither be edited nor typed and	statements. The purp urrounding this accid nent may be released ny. This statement is
10. Text o	f Statement:	
		⊠ COM
	9800 WAS TOLD	
	PACH COURSE AND	
VECT	ORS TO RY 22- P	OBRW.
	The second secon	

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

2. Report Number: SPI-ATCT-0113

3. Aircraft Identification and Types PWA800 LR35 (N800GP)

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

Springfield IL RY22 7. Title:

ATCS (Developmental)

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

6, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, ents. The purpose of this statement is to provide any facts within your personal knowledge that will provide a ding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are ay be released to the public through The Freedom of Information Act or litigation activities including pretrial is statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this signed, will constitute your original statement.

7 ORIGINAL

□ SUPPLEMENTAL

☑ COMMENT □ NO COMMENT

EXPECT VECTORS TO ILS RY 31 FWAL D CURRENT ATIS. PWASOD REQUESTED 800 WAS THEN VECTORED ANTO THE ILS RY 22 AND CLEARED FOR APPROACH. PIREP WAS ISSUED. PWA 800 WAS SHIPPED TO TOWER.

11. Signature of Witness:

12. Date of Signature:

9. Complete unot to be indiscovery,		0
Paragraph complete u not to be in discovery,	4.	
9. Comple Paragraph complete u not to be in discovery, statement.	6.	
	co no dis	aragraph implete u it to be in scovery,

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:	
	. Aircraft Identification and Type: PWA800 LR35 (N800GP)	135

4.	Location of Acci	identincide	ent.			
	Ahraham I	incoln	Canital	Airport	Springfield II	

nam Lincoln Capital Airport, Springfield IL RY22

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

Operating Initials): L. Wolff (BW) 7. Title: **ATCS**

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

te in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, 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 nderstanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are cluded in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial lepositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this It will neither be edited nor typed and, once signed, will constitute your original statement.

Statement:

Z ORIGINAL

□ SUPPLEMENTAL

☑ COMMENT □ NO COMMENT

PWA-800 WAS TOLD TO EXPECT VECTORS TO ILS 31 APEH. PWASOO REQUESTED ILS 22. PWASOO WAS CLEARED FOR THE ILS22 APCHAND TOLD TO CONTACT TOWER.

11.	Signature	of Witness:
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12. Date of Signature:

	6	2	1000

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

Abraham Lincoln Capital Airport, Springfield IL RY22

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

2. Report Number: SPI-ATCT-0113

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

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

6. Name (Operating Initials):

4. Location of Accident/Incident:

Bobby M. Bolt, Jr. (BB)

7. Title: **ATCS**

8. Position and Time (UTC): T1 1629-1717 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:

Z ORIGINAL

☐ SUPPLEMENTAL

□ COMMENT □ NO COMMENT

T ANNOUNCED ATTS 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.

11. Signature of Witness

12. Date of Signature:

JAN 2011

DEPARTMENT OF TRANS FEDERAL AVIATION ADM	HI HI HI MALE BULLET	Name of Reporting Facility Springfield ATCT (S	25.5	2. Report Number: SPI-ATCT-0113	
PERSONNEL STATEMENT 4. Location of Accident/Incident: Abraham Lincoln Capital Airport, Springfield IL RY22			3. Aircraft Identification and Type: 4J 35 PWA800 LP35 (N800GP) 5. Date/Time of Accident/Incident (UTC): January 6, 2011 1700 UTC		
Name (Operating Initials): Ryan L. Schantz (RS)	7. Title: ATCS		T3- 161	d Time (UTC): 9-1724 UTC	
B. Complete in accordance with FAA Order JO 8 Paragraph 91, FAA Form 8020-26, Personnel Statemplete understanding of the circumstances sunt to be included in this statement. This statement is covery, depositions, and actual court testimon statement. It will neither be edited nor typed and	atements. The purpose of this mounding this accident/ incider ent may be released to the pub ly. This statement is to be hand	statement is to provide any facts wint. Speculations, hearsay, opinions, slic through The Freedom of Informad printed and signed by you, and you	thin your p conclusior ition Act or	ersonal knowledge that will provide a is, and/or other extraneous data are litigation activities including pretrial	
10. Text of Statement:		Z ORIGINAL		SUPPLEMENTAL	
		□ NO COMMENT			
I observed P	WA 800 01	Short Final a	nd -	toundown.	
1/ 8 3	cont + touche	ed down it a	ppea	red the main	
landing gear w the runway an right side of	d into the 9	rass with fire	Cim	ng from the	
the Turiony of	The RIPCAN	ct as well.			
right side ut	THE CENTER	A M SCHOOL NEED IN E			
				9	
	8				
11. Signature of Witness:		12. Date of Signature:			



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

 Name of Reporting Facility: Springfield ATCT (SPI) 2. Report Number:

SPI-ATCT-0113

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

4.	Location of Accident/Incident:				
	Ahraham Lincoln Capital Airport	Cominatial			

Abraham Lincoln Capital Airport, Springfield IL RY22

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

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

7. Title: SATCS

extrapil the fire and provide emergency assistance

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:

Z ORIGINAL

☐ SUPPLEMENTAL

□ COMMENT
 □ NO COMMENT

I was working OSIC in the tower cab. I observed PW# 800 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 axit left the vunuay and skidded to a hault in the gracs on the west side of the vunway.

The Grand controller activated the crash phone and reported an alert 3 with a lear jet on tire, After the LR35 came to a half I observed personnel exit the LR35 and the crash fire and reserve arrive to

Signature of Witnes	SS:
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12. Date of Signature:

Electronia Varnina

FAA Form 8020-26 (12-10) Supersedes Previous Edition