

AIRCRAFT ACCIDENT PACKAGE
SBN-ATCT-0096
N26DK, PRM1
March 17, 2013, 2023 UTC
Destroy: September 17, 2015 UTC



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

April 03, 2013

REPORT NO.

SBN-ATCT-0096

NAME OF REPORTING FACILITY

Tulsa Riverside ATCT (RVS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 17, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1831 The pilot of N26DK requested departure clearance and IFR departure clearance was issued by Ground Control.
- 1856 N26DK departed Richard Lloyd Jones Junior Airport.
- 1858 N26DK was instructed to contact Tulsa Departure.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

April 30, 2013

REPORT NO.

SBN-ATCT-0096

NAME OF REPORTING FACILITY

Tulsa ATCT (TUL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 17, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1856 RVS ATCT requested release on N26DK off of Runway 1L. Tulsa Approach released N26DK climbing to 3500' on a 340 heading.
- 1859 N26DK established contact with Tulsa Approach. Tulsa Approach established radar contact, issued a climb to 5000' and issued traffic to N26DK. Tulsa Approach issued a right turn heading 360 to N26DK.
- 1900 Tulsa Approach advised N26DK that traffic was no factor and issued a climb to 15000'. Tulsa Approach issued N26DK heading 060, direct SGF when able.
- 1901 Tulsa Approach instructed N26DK to contact Kansas City Center on 128.6.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

March 21, 2013

REPORT NO.

SBN-ATCT-0096

NAME OF REPORTING FACILITY

Kansas City ARTCC (ZKC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 17, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1901 N26DK checked on Kansas City Center (ZKC) Sector 62 (R62) climbing to 15,000 ft. R62 acknowledged and climbed N26DK to FL230. N26DK acknowledged assigned altitude of FL230.
- 1906 R62 shipped N26DK to ZKC frequency 133.47. N26DK acknowledged the frequency change and checked on R28 at FL190 climbing to FL260. R28 acknowledged and climbed N26DK to FL350.
- 1927 R28 shipped N26DK to ZKC frequency 119.47. N26DK read back frequency 119.4 as a question. R28 corrected N26DK and shipped N26DK to 119.47. N26DK acknowledged and checked on R30 frequency. R30 acknowledged N26DK.
- 1934 R30 shipped N26DK to frequency 125.72. N26DK acknowledged frequency change to 125.72. N26DK checked on frequency 125.72 and R94 acknowledged N26DK.
- 1946 R94 shipped N26DK to frequency 133.22. N26DK acknowledged the frequency change. N26DK checked on R98 at FL410 and R98 acknowledged N26DK.
- 1952 R98 shipped N26DK to Chicago Center frequency 134.02. N26DK acknowledged the frequency change.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

March 22, 2013

REPORT NO.

SBN-ATCT-0096

NAME OF REPORTING FACILITY

Chicago ARTCC (ZAU)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 17, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1952 The pilot of N26DK reports on frequency at FL410. The controller clears the aircraft to descend to FL240.
- 1954 The controller turns N26DK to a 45-degree heading.
- 1958 The controller clears N26DK direct SBN.
- 2001 The controller descends N26DK to FL200.
- 2003 The controller descends N26DK to 17,000 feet.
- 2006 The controller descends N26DK to 11,000 feet and issues the SBN altimeter, 30.15.
- 2007 The controller asks the pilot of N26DK for a ride report. The pilot indicates the ride is smooth.
- 2008 The controller turns N26DK fifteen degrees to the left for traffic.
- 2010 The controller clears N26DK direct GIJ and transfers communications to SBN ATCT.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

May 16, 2013

REPORT NO.

SBN-ATCT-0096

NAME OF REPORTING FACILITY

South Bend ATCT (SBN)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 17, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2015 Emergency handling of N26DK by South Bend Arrival

2018 Initial approach no main gear go-around.

2021 Second Approach no main gear aborted landing.

2023 Off airport crash.

No More Follows

SECTION 10.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: May 15, 2013
 To: Aircraft Accident File SBN-ATCT-0096
 From: South Bend Airport Traffic Control Tower
 Subject: INFORMATION: Partial Transcript
 Aircraft Accident, N26DK
 South Bend, IN, March 17, 2013

This transcription covers the South Bend Airport Traffic Control Tower (ATCT) SL AP position for the time period from March 17, 2013, 2005 UTC, to March 17, 2013, 2030 UTC.

| <u>Agencies Making Transmissions</u> | <u>Abbreviations</u> |
|---------------------------------------|----------------------|
| PRM1, N26DK | N26DK |
| South Bend ATCT, Approach Control | A/C |
| Southwest Airlines flight | SWA2051 |
| Unknown source | UNKN |
| South Bend ATCT, Local/Ground Control | LC |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N26DK.



Dwayne L. Jeter Sr.
 Support Specialist
 South Bend ATCT

2005
 (2006-2009)
 2010

2010:32 N26DK south bend approach premiere jet two six delta kilo
 leven thousand

2010:35 A/C (unintelligible) two six delta kilo south bend approach
 uh proceed direct to knute the outer marker for runway
 niner right and i'll have a lower clearing traffic
 (unintelligible) for the visual approach niner right

2010:45 N26DK direct to knute for zero nine right six delta kilo

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N26DK

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...

2010:47 A/C southwest twenty fifty one traffic at ah ten o'clock and eight miles northeast bound (unintelligible) premiere jet level at one one thousand

2010:54 SWA2051 delta twenty fifty one we're lookin

2010:58 A/C premiere two six delta kilo traffic crossing twelve o'clock and seven miles now westbound southwest boeing seven thirty seven just starting out of ten thousand for lower

2011

2011:05 N26DK got the traffic six delta kilo

2011:07 A/C roger

2011:08 A/C southwest twenty fifty one traffic has you in sight

2011:09 SWA2051 delta twenty fifty one roger

2011:45 A/C premiere six delta kilo descend and maintain one zero thousand

2011:48 N26DK one zero thousand now six delta kilo

2012

2013

2013:06 A/C november six delta kilo descend and maintain three thousand

2013:09 N26DK three thousand now six delta kilo

2014

2015:00 A/C premiere six delta kilo turn five degrees left vectors for runway niner right and call the airport in sight twelve to twelve thirty one three miles

2015:11 N26DK uh south bend (unintelligible) two six delta kilo the engines dead stick no power

2015:20 A/C (unintelligible) six delta kilo roger uh did you need assistance

2015:22 N26DK (unintelligible) affirm

2015:30 A/C and six (unintelligible) delta kilo say intentions

2015:31 N26DK uh we've lost all power and we have no hydraulics

2015:37 A/C six delta kilo roger we'll have equipment standing by uh
is your aircraft ah controllable

2015:42 N26DK ah barely controllable

2015:47 A/C ah six delta kilo all runways available at south bend
wind one three zero at one zero

2015:53 N26DK ah we have no navigation if you could give us a vector
please

2015:56 A/C ah six delta kilo roger maintain your present heading
south of you're ah directed right at south bend airport
twelve o'clock and niner miles

2016

2016:12 A/C (unintelligible) six delta kilo turn left ten degrees

2016:16 N26DK two six delta kilo turning left

2016:32 A/C and six delta kilo turn nuther ten degrees left

2016:36 UNKN (unintelligible)

2016:51 A/C (unintelligible) six delta kilo uh looking good another
mile on that heading and then i'll have you turn right
twenty degrees you'll be straight in for runway niner
right

2017

2017:04 A/C six delta kilo if you can hear me turn right twenty
degrees south bend airport after the turn will be at
your twelve o'clock and five miles

2017:15 UNKN (unintelligible)

2017:16 A/C (unintelligible) six delta kilo if you can hear me you
are cleared for the visual approach runway niner right
or any runway at south bend all runways are available at
south bend

2017:48 A/C (unintelligible) six delta kilo if you're still with me
you can remain this frequency again you err um bout a
three mile final for runway niner right
2018

2018:59 A/C six delta kilo go around you have no gear six delta kilo
if you can hear me go around
2019

2019:55 A/C (unintelligible) two six delta kilo if you can hear me i
dent
2020

2020:16 A/C (unintelligible) two six delta kilo thanks for the i
dent ah if you'd like to remain in the pattern that's
fine i cannot hear any of your transmissions anything
you want to do right now is fine i do not see your
altitude um just as a heads up but ah vehicles are
standing by at south bend

2020:35 A/C (unintelligible) two six delta kilo tower observed that
you have a nose wheel only down it appears that just
your nose wheel is down
2021

2021:38 A/C (unintelligible) two six delta kilo tower says that it
appears your nose gear only is down appears just your
nose gear is down
2022

2022:23 A/C (unintelligible) two six delta kilo if you got somebody
on the a aircraft with a cell phone i have a phone
number for you if you'd like to contact us that way

2022:44 A/C (unintelligible) two six delta kilo the phone number
here to contact south bend approach is area code [REDACTED]
[REDACTED] and i'll give
you that number again in about thirty seconds in case
you weren't ready

2022:58 LC south

2022:59 A/C south

2023:00 LC is darren coming up here

2023:01 A/C ah no he's on the phone

2023:03 LC yeah okay that's fine

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N26DK

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2023:04 A/C we're workin on it we're giving him (unintelligible) our
phone number

2023:06 LC yeah he's he's trying to bump it (unintelligible) oh
crap

2023:44 LC south

2023:45 A/C south

2023:46 LC crash

2023:47 A/C roger q x
2024

2024:30 LC south

2024:31 A/C south

2024:32 LC darren get a chance have him call me

2024:33 A/C huh

2024:34 LC have darren call me when he gets a chance

2024:34 A/C (unintelligible) alright
2025
(2026-2029)
2030

End of Transcript



Federal Aviation Administration

South Bend ATCT
4713 Lathrop Street
South Bend, IN. 46628

Memorandum

Date: May 15, 2013
To: Aircraft Accident File SBN-ATCT-0096
From: [REDACTED]
Daniel M. Pawelski, Manager
Prepared by:
Subject: Partial Transcript SBN ATCT TRACON SI,
Aircraft Accident, N26DK
South Bend, IN, March 17, 2013

I certify that the audio rerecording of TRACON SI position is incomplete due to the fact that the individual was moving from position to position which does not match the FAA 7230-10 position logs. Therefore, the TRACON SI and the Tower SC partial transcripts will not match.



Federal Aviation Administration


Memorandum

Date: May 15, 2013
To: Aircraft Accident File SBN-ATCT-0096
From: South Bend Airport Traffic Control Tower
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N26DK
South Bend, IN, March 17, 2013

This transcription covers the South Bend Airport Traffic Control Tower (ATCT) TRACO SI position for the time period from March 17, 2013, 2010 UTC, to March 17, 2013, 2028 UTC.

| <u>Agencies Making Transmissions</u> | <u>Abbreviations</u> |
|---------------------------------------|----------------------|
| South Bend ATCT, TRACON Coordinator | TRACONCI |
| South Bend ATCT, Local/Ground Control | LC |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N26DK.


Dwayne L. Jeter Sr.
Support Specialist
South Bend ATCT

2010
(2011-2014)

2015
2015:49 TRACONCI local south

2015:50 LC local

2015:51 TRACONCI two six delta kilos lost all power and he's barely being able to control his airplane you need to roll the trucks now

2015:55 LC got it l a d c

2016
2017

2017:14 TRACONCI local south

2017:15 LC local

2017:18 TRACONCI two six delta kilo we're we're a not talkin to um so
just get everybody out of the way here he comes

2017:22 LC alright okay l a
2018

2018:09 TRACONCI two six delta kilo call you

2018:10 LC no no

2018:11 TRACONCI he's not talkin to anybody so look out
2019
2020
2021

2021:32 TRACONCI (unintelligible) he look like he's coming in to land

2021:34 LC he's only got nose gear (unintelligible) yeah but

2021:35 TRACONCI nose gear only still

2021:36 LC yeah

2021:57 TRACONCI is he still descending (unintelligible)

2021:58 LC yeah he (unintelligible) he came in the first time put
the nose gear down then went back around ah he's not
talking to us (unintelligible) i dent he's only got nose
gear down so i don't know what he's doing he does have
power darren apparently so we got everybody just waiting
(unintelligible)

2021:59 LC yeah he looks like he's going for another go he came in
the first time put the nose gear down and then went back
around

2022

2022:04 LC um so we don't know what he is going to do so we just
got everybody just waiting he's pretty quick

2022:05 TRACONCI okay

2022:07 LC he's still got the one down

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N26DK

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...

2022:12 TRACONCI okay

2022:16 TRACONCI right
2023
(2024-2027)
2028

End of Transcript



Federal Aviation Administration

Memorandum

Date: May 21, 2013

To: Aircraft Accident File SBN-ATCT-0096

From: South Bend Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
 Aircraft Accident, N26DK
 South Bend, IN, March 17, 2013

This transcription covers the South Bend Airport Traffic Control Tower (ATCT) LC LC position for the time period from March 17, 2013, 2010 UTC, to March 17, 2013, 2032 UTC.

| <u>Agencies Making Transmissions</u> | <u>Abbreviations</u> |
|---|----------------------|
| South Bend ATCT, TRACON Coordinator | TRACONCI |
| South Bend ATCT, Local/Ground Control | LC |
| South Bend Airport emergency rescue vehicle | SAFETY12 |
| Unknown source | UNKN |
| South Bend ATCT, RADAR approach control | A/C |
| South Bend ATCT, RADAR Assistant | HNDOFF |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N26DK.



Dwayne L. Jeter Sr.
 Support Specialist
 South Bend ATCT

2010
 (2011-2014)

2015
 2015:49 TRACONCI local south

2015:50 LC local

2015:51 TRACONCI two six delta kilos lost all power and he's barely being able to control his airplane you need to roll the trucks now

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N26DK

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...

2015:55 LC got it l a d c
2016
2017
2017:14 TRACONCI local south

2017:15 LC local

2017:18 TRACONCI two six delta kilo we're we're a not talkin to um so
just get everybody out of the way here he comes

2017:22 LC alright okay l a

2017:38 SAFETY12 ground safety twelve is coming out of the barn with you
ah what runway is he landing

2017:43 LC safety twelve south bend ground he's (unintelligible)
landing runway niner right ah we're not in any
communications with him though at this time

2017:52 LC safety twelve actually we don't know which runway he's
landing we're not in communications so just ah proceed
out on bravo but hold short of all runways not sure
which runway he's gonna land on

2018

2018:02 SAFETY12 twelve roger we'll stay right here on a the east part of
the ramp oh excuse me west part

2018:08 LC gim a gim a green light

2018:09 TRACONCI two six delta kilo call you

2018:10 LC no no

2018:11 TRACONCI he's not talkin to anybody so look out

2018:13 LC (unintelligible) two six delta kilo south bend

2018:25 LC and safety twelve ah traffic's about duh looks like
probably landing nine right about a mile final premiere
jet

2018:33 SAFETY12 safety twelve roger

2018:44 LC (unintelligible) two six delta kilo south bend er two six delta kilo no gear no gear go around if you hear south bend no gear

2018:54 LC er two six delta kilo gear appears up gear appears up go around

2019

2019:01 LC safe twelve traffic's (unintelligible) only got one gear down he just looks like he touched down now he's going back

2019:10 SAFETY12 twelve roger uh (unintelligible) ramp

2019:12 UNKN that was nose gear only

2019:14 LC (unintelligible) two six delta kilo south bend how do you hear

2019:31 LC (unintelligible) two six delta kilo somethings breaking squelch their not sure if you hear south bend

2019:37 LC (unintelligible) two six delta kilo if you hear south bend appears ah nose gear is only ah appears down the other two do not appear down

2019:53 LC k safety twelve we are not talking to him it looks like he's going back around but he's only got one nose gear that appears down

2020

2020:02 SAFETY12 twelve roger that's what i seen also i think he cleaned it up ah when he starts going around

2020:31 LC november two six delta kilo south bend how do you hear

2020:35 LC (unintelligible) two six delta kilo if hear south bend i dent

2021

2021:10 LC safety twelve we still don't know the intentions of the premiere aircraft it looks like he's coming back around for another try though ah we'll let you know if we get any updates

2021:21 SAFETY12 safety twelve roger

2021:32 TRACONCI (unintelligible) he look like he's coming in to land

2021:34 LC he's only got nose gear (unintelligible) yeah but

2021:35 TRACONCI nose gear only still

2021:36 LC yeah

2021:45 LC (unintelligible) two six delta kilo observe hear south bend gear peers up gear peers up

2021:57 TRACONCI is he still descending (unintelligible)

2021:58 LC yeah he (unintelligible) he came in the first time put the nose gear down then went back around ah he's not talking to us (unintelligible) i dent he's only got nose gear down so i don't know what he's doing he does have power darren apparently so we got everybody just waiting (unintelligible)

2021:59 LC yeah he looks like he's going for another go he came in the first time put the nose gear down and then went back around

2022

2022:04 LC um so we don't know what he is going to do so we just got everybody just waiting he's pretty quick

2022:05 TRACONCI okay

2022:07 LC he's still got the one down

2022:12 TRACONCI okay

2022:16 TRACONCI right

2022:58 LC south

2022:59 A/C south

2023:00 LC is darren coming up here

2023:01 A/C ah no he's on the phone

2023:03 LC yeah okay that's fine

2023:04 A/C we're workin on it we're giving him (unintelligible) our
phone number

2023:06 LC yeah he's he's trying to bump it (unintelligible) oh
crap

2023:09 LC okay he's coming down he's going down he's going safety
going down behind you

2023:15 LC k safety twelve aircraft appears down to the bout a mile
to the south east of the tower

2023:31 LC k safety vehicles do you copy there's smoke ah to the
south east bout a half mile to the south east of the
(unintelligible) airport

2023:44 LC south

2023:45 A/C south

2023:46 LC crash

2023:47 A/C roger q x
2024

2024:30 LC south

2024:31 A/C south

2024:32 LC darren get a chance have him call me

2024:33 A/C huh

2024:34 LC have darren call me when he gets a chance

2024:34 A/C (unintelligible) alright

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N26DK

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2024:55 HNDOFF local desk this is mike what can i do for you
(unintelligible)

2025:00 LC ahm we got some airplanes should we start rollin em the
safety vehicles maintaining the field pretty much cause
he's down about a half mile

2025:06 HNDOFF i would i wouldn't do anything till you get operations
to check the runway real quick

2025:08 LC that's what we're gonna do

2025:09 HNDOFF alright

2025:10 LC okay

2025:10 HNDOFF m d
2026

2026:39 HNDOFF (unintelligible) local desk

2026:40 LC local

2026:41 HNDOFF no departures just keep the departures on the ground

2026:43 LC local yeah yeah we aren't doing anything here

2026:44 HNDOFF alright

2026:46 HNDOFF alright mike delta

2026:49 LC yep ya know okay that's fine did anybody who was the
last guy to talk to him nobody knew (unintelligible)

2026:53 HNDOFF nobody (unintelligible)
2027
(2028-2031)
2032

End of Transcript



Federal Aviation Administration

Memorandum

Date: May 15, 2013

To: Aircraft Accident File SBN-ATCT-0096

From: South Bend Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript
 Aircraft Accident, N26DK
 South Bend, IN, March 17, 2013

This transcription covers the South Bend Airport Traffic Control Tower (ATCT) TOWER SC position for the time period from March 17, 2013, 2014 UTC, to March 17, 2013, 2032 UTC.

| <u>Agencies Making Transmissions</u> | <u>Abbreviations</u> |
|--|----------------------|
| South Bend ATCT, TRACON Coordinator | TRACONCI |
| South Bend ATCT, Control Tower Controller-in-Charge | TOWERCIC |
| South Bend Airport, Operations vehicle | OPS |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N26DK.



Dwayne L. Jeter Sr.
 Support Specialist
 South Bend ATCT

2014
 (2015-2018)
 2019

2019:16 TRACONCI supe

2019:17 TOWERCIC (unintelligible) hey this is blake in tower

2019:24 TRACONCI yeah

2019:25 TOWERCIC ah premiere jets goin around he only has his front nose gear down the rear were up

2019:29 TRACONCI yeah we're not we're we're not even talking to um

2019:32 TOWERCIC okay

2019:33 TRACONCI just a hopefully (unintelligible)

2019:34 TOWERCIC he he can hear us he or least we think he heard us he did pull up when he was (unintelligible) almost touchdown

2019:39 TRACONCI (unintelligible) yeah cool

2019:40 TOWERCIC alright (unintelligible)

2020
(2021-2022)
2023

2023:02 TRACONCI yeah what cha need

2023:03 TOWERCIC yeah he's down here he just put the nose gear down tried to bump it to stop he wunt able to stop but he's goin back around ah he's goin down he's down he's down

2023:10 TRACONCI okay i got cha

2023:11 TOWERCIC awh god he just

2024
2025
2026

2026:13 TOWERCIC just let em know what happened (unintelligible) oh okay yeah he did scrape (unintelligible)

2026:33 OPS airport operations

2026:34 TOWERCIC yeah this is blake in the tower um sure you're ware of the jet that went down

2026:38 OPS yes (unintelligible)

2026:39 TOWERCIC um it when possible er er ah you know if you guys can get out there he did touch down he scraped the runway we just need to have that verified (unintelligible)

2026:46 OPS i'm on my way i had to open up the (unintelligible) gate

2026:48 TOWERCIC okay

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N26DK

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2026:49 OPS (unintelligible) i'm gettin out there right now

2026:52 TOWERCIC okay thank you

2026:53 OPS yeah you're welcome

2026:54 TOWERCIC bye



2026:55 OPS bye

2027

(2028-2031)

2032

End of Transcript

| | | | |
|---|-------------------|--|------------------------------------|
|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT | | 1. Name of Reporting Facility: South Bend ATCT | 2. Report Number: SBN-ATCT-0096 |
| | | 3. Aircraft Identification and Type N26DK, PRM1 | |
| 4. Location of Accident/Incident: South Bend, IN | | 5. Date/Time of Accident/Incident (UTC): March 17, 2013, 2023 UTC | |
| 6. Name (Operating Initials): Blake D Leach (BL) | 7. Title: ATCS | 8. Position and Time (UTC): TOWER SC 2029-2143 UTC | |
| <p>9. Complete in accordance with FAA Order 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:</p> <p style="text-align: right;"> <input checked="" type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> SUPPLEMENTAL <i>BDL</i> </p> <p style="text-align: center;"> <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT </p> <p> At approximately 4:15pm local time on March 17, I was in the control tower at the CIC console monitoring the LC position. I was about to take the LC position from DC/LA, when N26DK declared an emergency with approach. I picked up the "crash phone" and informed safety with all the necessary information about the aircraft. The Tower Team noticed that the aircraft appeared to have had his nose gear down only, while his main gear appeared up. N26DK touched his nose gear down on the runway, then went around in right traffic for RWY 9R. The aircraft then attempted a second landing, touching the nose gear down a few times and hitting the fuselage on the runway. N26DK then went around for a third landing attempt, but appeared to have stalled the aircraft on his crosswind. The result was N26DK rolling the aircraft and going down about 1/2 mile southeast of the airport. </p> | | | |
| 11. Signature of Witness:  | | 12. Date of Signature: <i>3/23/2013 5/1/2013</i> <i>BDL</i> | |

FAA Form 8020-26 (12-10)

SBN-ATCT-0096
N26DK



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:
SBN ATCT

2. Report Number:
SBN-ATCT-0096

3. Aircraft Identification and Type:
N26DK PRM1

4. Location of Accident/Incident:
1/2 NM SE SBN airport

5. Date/Time of Accident/Incident (UTC):
3/17/13 2013Z

6. Name (Operating Initials):
RL

7. Title:
ATCS

8. Position and Time (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

At approximately 4:15 pm local time on March 17, I was in the control tower monitoring the LL position. I was about to take the position from DL/LA, when N26DK declared an emergency with approach. I picked up our "crash phone" and informed safety of the emergency (nature of emergency, aircraft type, position of aircraft, distance). The Tower Team noticed that the aircraft appeared to have had his nose gear down only, while his main gear appeared up. N26DK touched his nose gear down, then went around in right traffic for RY4R. The aircraft then tried a second landing attempt, touching the nose gear a few times and hitting the runway with the fuselage. N26DK then went around for a third landing attempt, but appeared to have stalled the aircraft on his crosswind. The result was N26DK rolling the aircraft to the right and going down about 1/2 mile to the southeast of the airport.





11. Signature of Witness:



12. Date of Signature:

3/23/2013

| | | | |
|---|-------------------------|--|---|
|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT | | 1. Name of Reporting Facility South Bend ATCT | 2. Report Number: SBN-ATCT-0096 |
| | | 3. Aircraft Identification and Type: N26DK, PRM1 | |
| 4. Location of Accident/Incident: South Bend, IN | | 5. Date/Time of Accident/Incident (UTC) March 17, 2013, 2023 UTC | |
| 6. Name (Operating Initials): Daniel D Lande (DL) | 7. Title ATCS | 8. Position and Time (UTC): TOWER SC 1914-2028 UTC | |
| <p>9. Complete in accordance with FAA Order 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:</p> <p style="text-align: right;"><input checked="" type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> SUPPLEMENTAL</p> <p style="text-align: center;"><input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT</p> <p>1) SBN Tower prepared for an Alert II Emergency</p> <p>2) N26DK 1st approach to runway 9R</p> <p style="margin-left: 20px;">a) main gear appeared up</p> <p style="margin-left: 20px;">b) Nose gear appeared down</p> <p style="margin-left: 20px;">c) Attempted to land but went around</p> <p>3) Go Around</p> <p style="margin-left: 20px;">a) N26DK entered right pattern for runway 9R</p> <p>4) N26DK 2nd approach to runway 9R</p> <p style="margin-left: 20px;">a) main gear appeared up</p> <p style="margin-left: 20px;">b) Nose gear appeared down</p> <p style="margin-left: 20px;">c) Attempted to land but went around</p> <p>5) 2nd go around</p> <p style="margin-left: 20px;">a) N26DK entered right pattern for runway 9R</p> <p style="margin-left: 20px;">b) South-east of SBN airport N26DK appeared to enter a stall</p> <p style="margin-left: 20px;">c) N26DK ultimately crashed south-east of SBN airport</p> | | | |
| 11. Signature of Witness  | | 12. Date of Signature: 04/29/13 | |



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:

SBN

2. Report Number:

SBN-ATCT-0496 05

3. Aircraft Identification and Type:

N26DK PRM1

4. Location of Accident/Incident:

SE SBN AIRPORT

5. Date/Time of Accident/Incident (UTC):

03/17/13 2032

6. Name (Operating Initials):

DL

7. Title:

Air Traffic Control Specialist TWRCIC 1914-2028

8. Position and Time (UTC): CD 2010-2039

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

- 1) SBN Tower prepared for an Alert II Emergency
- 2) N26DK 1st approach to runway 9R
 - a) Main gear appeared up
 - b) Nose gear appeared down
 - c) Attempted to land but went around
- 3) Go around
 - a) N26DK entered right pattern for runway 9R
- 4) N26DK 2nd approach to runway 9R
 - a) Main gear appeared up
 - b) Nose gear appeared down
 - c) Attempted to land but went around
- 5) 2nd go around
 - a) N26DK entered right pattern for runway 9R
 - b) South-east of SBN airport N26DK appeared to enter a stall
 - c) N26DK ultimately crashed south-east of SBN airport

11. Signature of Witness

[Redacted Signature]

12. Date of Signature:

03/22/13