

Subject: Clow Crash

Date: Thursday, September 26, 2013 2:41:42 PM Central Daylight Time

From: Mike

To: Knight Pat

Hi Pat,

Not sure if this will be of any help to anyone, but the guy that crashed yesterday was landing at Clow at the exact time I was setting up to land at Naper. I heard him on the radio setting up for 18 (which was the wrong runway with the winds out of the NE at about 8 knots +/-). He kept asking if anyone was landing at Clow rather than self-announce and keep his eyes open. He didn't even use the "any traffic in the area please advise" call (my most hated call)....he just kept asking if anyone was landing at Clow. That is what got my attention.

As I was upwind for 9, I saw the black plume of smoke and someone on 122.9 said they thought there was a plane crash at Clow. I flew over there, did two circles to confirm and left as a helicopter arrived. The fire trucks were arriving just as I left.

I think he tried to land on 18 and ended up with a botched go-around. There are other scenarios, but that is what looks the most likely to me. His radio work was horrible...otherwise, no specific mention during his calls of any issues or problems with the airplane or anything else. He simply seemed confused.

Again, I don't know if this helps. Thought I'd pass it on for you to pass on or not as you see fit.

Best Regards,

Mike Pastore, CFIA

Illinois FAA Safety Team Representative

Naper Aero (LL10)



Matt Miller

Witness Statement



I was sitting at the stop light heading eastbound on Lily Cache road (at intersection of Lily Cache and Weber Road at approximately 5:13 p.m.) I saw a small white plane it looked to be in trouble. The plane was headed northbound along Weber Road. It was extremely low, at street light level. As the plane was crossing over Lily Cache, it appeared to try to lift its nose up. I noticed that it was way too low going over Walgreens or just a few yards east of Walgreens and it would not make it. Since, I live very close to Clow Airport, I pretty much know the planes' flight path and the average altitude to land and take off from Clow. He seemed to be trying to make it to the open field or back to Clow, but it went down with the wings tilted and exploded on impact. He may have hit some other objects as he descended. I called 911 at 5:14 and they were already aware of the situation.

Leslie Henninger Designated Pilot Examiner DuPage FSDO

Statement regarding aircraft accident at 1C5, Clow Airport Bollingbrook, Ill. Sept. 25, 2013

On this date, at about 4:45 PM, I was sitting in an aircraft with an applicant about to start the engine for the flight portion of a practical test. We were parked facing the runway, pointed west. We both noticed a Cirrus aircraft attempting to land downwind on runway 18. The wind was reported at Lewis (KLOT) as 060 at 7 at that time. This was supported by the windsock at Clow which showed at least that much wind and similar direction. The aircraft was moving faster than even the tailwind would have caused for that type of aircraft to land successfully. It touched down about three fifths to three quarters of the way down the runway and bounced. It appeared that the pilot hesitated since he gained no altitude and settled a little more. I thought the pilot might be trying to land again. The pilot then put in the power and started climbing, but also rolling to the left, which suggested to me that he did not use enough rudder for the go around. It appeared that he regained control at that moment, having leveled the wings momentarily, but the aircraft also disappeared behind our wing, having offset to the east. We commented on how bad that looked. My applicant had started the plane by then and we both waited to hear his announcements on the radio, but heard nothing. My applicant told me that he wondered why he had not announced his position, but said he was going to runway 36. We pulled out, turned south and saw a massive amount of smoke nearby to the southeast, which made us both conclude that the aircraft had crashed. I made an announcement on Unicom that I thought there was a plane crash and we turned back and parked, in order to do whatever we could when emergency services arrived.

I did not see who was in the pilot seat or flying the aircraft and only use "he" to simplify the narrative.

I spoke to the police and gave them my information for the investigation.


Leslie Henninger



BOLINGBROOK POLICE DEPARTMENT

STATEMENT FORM

REPORTING AGENCY IL0990200		SUPPLEMENTAL REPORTS		INCIDENT REPORTING NO	
RD	INV ASSG	DATE OCCURRED	TIME OCCURRED	PAGE OF	

At approximately 5:20 pm on Wednesday September 25, 2013, I witnessed a plane crash near Chase bank in Bolingbrook, IL. The plane burst into flames immediately after nose diving into the ground. I then dropped my food to pursue the crash site on foot. Upon entering the crash site I saw a man screaming with his hands in the air and his body completely covered in flames. The burn victim was screaming "help me, help me!" I then instructed the burn victim to lay (supine) down on the ground. I then grabbed a sweat shirt and began to put ~~the~~ ^{the} sweat shirt on his body. After I managed to get the flames off of the burn victim, I instructed him to roll over to get him out of the way from the crash site because the plane was still burning and debris flying. ~~once the victim was on~~ ^{e.g. the victim was on} After getting the victim to safety I began asking him questions to make sure he was alert. The victim began to tell me "my wife is in the car", "she didn't make it out" (Crying). I continued to talk to him to keep him calm, at that time the Fire Department and Paramedics arrived to the scene to provide a higher care of treatment. End of Statement. [REDACTED]

NAME: LAST Curtis		FIRST Cordell		MIDDLE		DATE OF BIRTH [REDACTED]	
ADDRESS [REDACTED]						HOME PHONE [REDACTED]	
CITY Chicago		STATE IL		ZIP CODE 60620		WORK PHONE Same	
OFFICER		STAR		DATE REPORTED 9-25-2013		TIME REPORTED	

BOLINGBROOK POLICE DEPARTMENT

STATEMENT FORM

REPORTING AGENCY IL0990200		SUPPLEMENTAL REPORTS		INCIDENT REPORTING NO	
RD	INV ASSG	DATE OCCURRED	TIME OCCURRED	PAGE OF	

As I approached the scene, the victim was walking around, while on fire. I instructed him to drop to the ground and began to roll. (He followed instructions). As he rolled over, I began to use my sweater to eliminate the flames coming from the victim. He also mentioned "my wife, my wife," but she was nowhere to be seen.



NAME: LAST Curtis	FIRST Aventell	MIDDLE	DATE OF BIRTH
ADDRESS			HOME PHONE
CITY Chicago	STATE IL	ZIP CODE 60620	WORK PHONE Same
OFFICER	STAR	DATE REPORTED	TIME REPORTED

BOLINGBROOK POLICE DEPARTMENT

STATEMENT FORM

REPORTING AGENCY IL0990200		SUPPLEMENTAL REPORTS		INCIDENT REPORTING NO	
RD	INV ASSG	DATE OCCURRED	TIME OCCURRED	PAGE	OF

We were right behind the Aldi, and we were facing the air run way. We saw the airplane takeoff, and went right overhead, and Boom, Boom, we knew instantly that these engines just blew. Then a few seconds later, we heard a gigantic crash, so we came out from behind and saw the flaming wheel in the chase parking lot. It caught a car on fire and we heard each tire on the car pop. The fire fighter got there within seconds and tried to put out the flames, but it was giving off dark black smoke, and the water made it bigger, there were also things falling up into the sky.

[REDACTED]

NAME: LAST	FIRST	MIDDLE	DATE OF BIRTH
John Schwarz	Evan	Samuel	[REDACTED]
ADDRESS	[REDACTED]		HOME PHONE
CITY	STATE	ZIP CODE	WORK PHONE
Bolingbrook			[REDACTED]
OFFICER	STAR	DATE REPORTED	TIME REPORTED
			[REDACTED]

BOLINGBROOK POLICE DEPARTMENT

STATEMENT FORM

REPORTING AGENCY IL0990200		SUPPLEMENTAL REPORTS		INCIDENT REPORTING NO	
RD	INV ASSG	DATE OCCURRED	TIME OCCURRED	PAGE OF	

As I looked up I heard the engine explode above the aldi. Even and I ran, grabbing our phones to take a video. We saw the plane crash in the two cars in a chase bank parking lot. We then rushed with our bikes over to a vantage point. ~~Over~~ The plane seemed to have come off the land strip and seemed too low then curved over the Aldi.



NAME: LAST Saldaric	FIRST Jorge	MIDDLE Alexander	DATE OF BIRTH [REDACTED]
ADDRESS [REDACTED]			HOME PHONE [REDACTED]
CITY Bolingbrook	STATE Illinois	ZIP CODE 6	WORK PHONE [REDACTED]
OFFICER	STAR	DATE REPORTED	TIME REPORTED

BOLINGBROOK POLICE DEPARTMENT

STATEMENT FORM

REPORTING AGENCY IL0990200		SUPPLEMENTAL REPORTS		INCIDENT REPORTING NO	
RD	INV ASSG	DATE OCCURRED	TIME OCCURRED	PAGE OF	

I was standing at the Teller Station in the middle of the branch when the windows rattled and I heard the scream of a plane a loud explosion with alot of flames. I Ran to the vestibule when I saw a man stumble back on fire. I immediatley ~~to~~^{then} grabbed the lobby water and Ran outside. The Man was burnt head to toe. I yelled to him to lay down and started dumping water on him until he was extinguished. The the flames and smell of Gas started to grow stronger thats when we all distanced ourselves. At that time everyone was evacuated out of the branch and away from the wreck.

X
[Redacted Signature]

[Redacted Name]

NAME: LAST		FIRST		MIDDLE		DATE OF BIRTH	
ADDRESS						HOME PHONE	
CITY		STATE		ZIP CODE		WORK PHONE	
OFFICER [Redacted]		DATE REPORTED 7-25-13		TIME REPORTED 1820			

September 26, 2013

I am a Lieutenant and a Paramedic with the Bolingbrook, Illinois Fire Department. On September 25, 2013, I was off-duty and northbound in traffic on Weber Road just south of Hassert (111th Street) Blvd. in Bolingbrook Illinois. At approximately 1713 hours I observed a small fixed wing plane on the horizon that was banking east having come from the north, apparently from Clow Int'l. Airport. As the aircraft continued its banking turn it headed north (over the subdivision just northeast of Weber and Hassert). The aircraft appeared to be at a very low altitude and had its wings nearly perpendicular to the ground. At this point it disappeared from the horizon and after a few seconds, several large plumes of black smoke were visible coming from an area near Lily Cache and Weber. I was on the phone with 911 dispatch at this point and the time stamp on my phone was 1714 hours.

I proceeded north bound in traffic and was able to observe that the plane had crashed into the parking lot of the Chase Bank just north of Lily Cache and Weber. It came to rest approximately 10 feet from the A/D side of the building. I drove to the rear of the building exited my vehicle and made my way to the crash site to assist with the incident.

I observed a downed light post and clumps of sod in the south drive of the Chase Bank lot. The wreckage of the plane was in a very small foot print in the parking spaces on the A/D side of the Chase Bank building. It was heavily involved in fire and there were several passenger vehicles parked directly to the east of it to which the fire had not communicated at this time. It appeared that those vehicles were not occupied.

As I looked west, I observed a single person lying on the ground between two cars in the far south west parking spaces of the lot. I approached the victim and saw that he was still alive but badly burned over his entire body. I estimated the burns to be 90+ percent second and third degree.

I established contact with the victim and administered first aid. The victim was conscious, alert and oriented. He was lucid and continually asking about the whereabouts of his wife who he said was in the aircraft with him. It was apparent that conditions for anyone inside the aircraft were un-survivable at this point. As I felt that that the victims own injuries were extensive and his condition was grave he may have important information about the crash. I questioned the victim regarding the events leading up to the incident.

He stated that he was flying in from Kentucky and that on his first attempt to land at Clow his speed was too fast so he decided to abort and attempt the landing again. He further stated that as he was banking, he lost power and control of the aircraft. I asked him if he was the pilot and he replied "yes". I asked how many people was on board with him and he stated his wife was the only other passenger. At this point his responses became focused on the whereabouts of his wife and making contact with his family

I continued treatment of the victim and accompanied the on-duty ambulance crew to the hospital. I had no further conversations with the victim regarding he circumstances of the crash.

Please contact me if you should have any further questions.



Mark Andrew Oglesby



At about 5:13 we were eastbound on Lily Cache Ln., and we pulled up to a red light. It was then where me and my dad noticed a small white plane flying from the south (coming north). It looked like it was flying directly over the Walgreens Store. It looked like it was barely flying about 10 feet above the street lights. It looked as if the nose of the plane went up a little as if the pilot was trying to avoid crash landing on Lily Cache Ln. and the buildings behind it (Chipotle Grill 3 Chase Bank, etc.). As the plane barely made it past Chipotle Grill it banked hard to the left. The left wing of the plane dipped hard and the plane tumbled (almost like a kartwheel) and then burst into flames. I think that the left wing hit a tree causing it the tumble. And when the plane touched the ground it immediately burst into flames.

[REDACTED]

From: [Gary](#)
To: [Lindberg Joshua](#)
Subject: Bolingbrook Accident
Date: Friday, October 25, 2013 4:20:28 PM
Attachments: [window-view.JPG](#)
[bolingbrook-1.png](#)
[bolingbrook-2.PNG](#)

Dear Sir,

I just received your email address and would like to provide some information with regards to the recent Bolingbrook accident, in case it helps.

I'm a CRJ-700 Captain with American Eagle and also a flight instructor (CFI / CFII), I have just over 5,800 hours.

I was off on the day of the accident and sitting facing the window at the rear of our house. I heard the aircraft fly almost directly over our house, it was very loud and low, when I saw the airplane I thought he was practicing a forced landing, or just too low, however he continued to descend (quite shallow descent) until the crash.

What I can say is that when the airplane flew by our house his wings were level, and apart from a slight bank (immediately corrected) he remained in wings level flight until out of view behind the plaza building, where he crashed a second or two later.

Basically what I saw was the aircraft in a wings level descent (not turning) continuing straight until the area of the accident.

The engine sounded normal, it was loud going by our house which got my attention, and did not sound like it was fluctuating or suffering any condition – I'm not sure I would describe it as full power, however it had power.

I have attached 3 images, the window view shows the view from our rear window, facing towards Lily Cache Lane and the plaza beside Chase, I drew on (shortly after the accident) what I remembered of the position of the airplane and approximate size.

The other 2 images show our house (in green) with the direction of my view, and also the aircraft track (in red). I started the track just in front of our house (bottom of image) since he was already level when I saw him at the back of the house.

I hope this helps in some way,

Gary Chambers

