



## RECORD OF CONVERSATION

**Timothy N. Sorensen**  
**Aviation Accident Investigator**  
**Central Region**

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**Date: March 1, 2011**  
**Person Contacted: Mr. Tim Rand, Passenger**  
**NTSB Accident Number: CEN11FA144 – Springfield, IL**

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### **Narrative:**

Mr. Rand stated that he was seated on the right side of the airplane, in the aft seat next to the over-wing emergency exit. He noted that two of the passengers were seated with him. One was next to him in the left side aft seat. The other passenger was seated on the left side of the airplane, in the aft rear-facing seat. The fourth passenger was seated on the right side of the airplane, in the forward facing seat across from the cabin entry door.

Mr. Rand noted that the flight crew conducted a pre-flight inspection and a before takeoff briefing. The airplane was de-iced prior to departure and the flight seemed routine until immediately prior to the accident.

Mr. Rand reported that he felt some lateral movement in the rear of the airplane. He speculated that this might have been due to some windshear. He noted that the movement was somewhat more than he had experienced on previous flights in similar airplanes. He recalled that the pilots issued a verbal warning. He felt the airplane begin to sink and there were some alarms going off in the cockpit. The left wing dropped and the airplane seemed to "flip-flop" left to right. The pilots tried to increase engine power.

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**Rand (March 1, 2011)**

The airplane seemed to be "bumped" on the right side before it bounced unusually hard. He thought that the first time the airplane bounced that it was on the landing gear. However, the second and third times he thought that it was on the belly of the airplane. His perception was that that airplane was skidding across the ground and did not seem to be under "true control." Looking out the front of the airplane, he could see that they were not the runway or on a tarmac. The airplane was "chewing grass and dirt."

Mr. Rand stated that he noticed fire on the right side of the airplane. The pilot seated in the right cockpit seat reached back and helped them open the cabin door. The evacuation went smoothly. The fire crews were on-scene very quickly.

Mr. Rand noted that he had braced himself with his foot against the empty seat directly in front of him. He added that he had some minor ligament damage during the accident.

Mr. Rand commented that he thought the crew did an excellent job.

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**Date: March 8, 2011**  
**Person Contacted: Mr. Victor Santana, Passenger**  
**NTSB Accident Number: CEN11FA144 – Springfield, IL**

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### **Narrative:**

Mr. Santana stated that he was seated on the right side of the airplane, in the forward facing seat across from the cabin entry door. The other passengers were seated in the aft section of the cabin. Two of them were sitting facing forward, on left and right sides of the airplane. The fourth passenger was sitting in an aft facing seat on the left side of the airplane.

Mr. Santana commented that he had felt the descent for landing. However, he did not recall being advised the airplane was on approach for landing. Up until that point, it had been a routine flight. He noted that the left pilot's windshield appeared to be obscured except for an oval area that was clear immediately in front of the pilot.

Mr. Santana reported that the airplane veered to the left at the beginning of the accident sequence. The pilots seemed to be trying to stabilize the airplane and to execute a go-around. He noted that the airplane was "rocking both ways." He recalled that initially the left wing dropped 45 to 60 degrees. The pilot corrected, with the right wing then dropping a similar amount. The airplane seemed to start to "fall out of the sky."

Mr. Santana recalled hearing a "popping" sound as the airplane hit the ground. The oxygen masks deployed. The airplane seemed to hit a barrier of some sort and it rotated to the left.

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**Santana (March 8, 2011)**

At that point, the ride was similar to a "bumpy, country road." Once the airplane stopped, the right side pilot reached back and unlocked the cabin entry door. The passengers exited and moved away from the airplane.

----- End of entries -----



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**Date: March 8, 2011**  
**Person Contacted: Mr. George Korbakes, Passenger**  
**NTSB Accident Number: CEN11FA144 – Springfield, IL**

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### **Narrative:**

Mr. Korbakes stated that he was seated on the left side of the airplane, in the forward facing seat in the aft cabin. One passenger was seated next to him in the aft forward facing seat on the right side of the airplane. The third passenger was seated directly in front of him; in an aft facing seat. The fourth passenger was seated on the right side of the airplane, in the forward facing seat across from the cabin entry door.

Mr. Korbakes noted that the window shade was down, so he was unable to provide any estimates of the airplane's altitude during the accident sequence. He recalled that he heard the landing gear extend and, for that reason, thought that they were on the landing approach. The flight had been smooth and routine to that point. He commented that the airplane was de-iced prior to departure from Chicago.

Mr. Korbakes stated that the airplane dropped and rolled to the right. When asked to estimate the bank angle, he noted that the right wing seemed to reach a 5 o'clock position. (This was in relation to the 12 o'clock position being straight up vertically.) He reported that the pilots attempted to recover. The roll reversed, with the left wing dropping and the right wing reaching approximately the 2 o'clock position.

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**Korbakes (March 8, 2011)**

Mr. Korbakes recalled that the pilots increased engine power and the airplane pitched up into a climb attitude. He commented that he could only see sky out of the cockpit windshield. He reported that he heard a "pop" as the airplane hit the ground and began to slide. Mr. Korbakes recalled four "bone jarring" impacts before the airplane came to rest. He added that there was fire and smoke on the right side of the airplane. Once the airplane stopped, they exited the cabin and moved away from the airplane. The forward seated passenger exited the airplane first; followed shortly by the other two passengers. Mr. Korbakes was the last to exit the airplane.

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