

Nicholas Plonka  
18 March 2013  
Air Wisconsin

On the evening of the 17<sup>th</sup> of March we were working a flight when we were told by the guy on the push back that we were on a stop due to an emergency. I walked over towards the movement line and looked around. I saw delta ramp agents looking around as well. On the far end I saw three fire trucks waiting for an incoming flight.

When the plane finally came into view they attempted to land. From what I seen the noise landing gear was down, but not the rear landing gear. They never made contact with the ground and aborted the landing to go around again. After a few minutes they came back into view and attempted to land again. They put the noise landing gear down first and slowly put the back of the plane down. They skidded along the runway a few times before trying to take off again. They banked hard to my right towards Lincolnway and went out of my site of view.

4/18/13

On 4/17/13 I witnessed N26DK miss an approach. About 5 minutes later I saw them coming back down the 9R runway with ~~no~~ main landing gears out. It skipped like a rock across water about 4 or 5 times, slide down the runway for a short instance, took back off banking right pretty hard. I thought the plane was trying to even back out, but ~~it was~~ it was too little to late. ~~it was too little to late.~~  
The plane stayed on the ~~the~~ right bank until it eventually flipped most of the way over and did a nose dive on its back. There was no explosion or smoke of any kind.

Daniel Miller





To Carmelita Beverly  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

From Delta Air Lines, Inc.  
Passenger Refunds - Dept. 655  
Hartsfield Atlanta International Airport  
P.O. Box 20537  
Atlanta, Georgia 30320 - 2537

Subject \_\_\_\_\_

File Ref: \_\_\_\_\_

MESSAGE

Date \_\_\_\_\_ 20 \_\_\_\_\_

As I was standing waiting for the plane to be pushed back I saw the private plane try to land and was not successful the first time. The plane ~~3~~ circled around for a second try and this time he actually touched down on the runway. The aircraft bounced about three or four ~~to~~ times before taking back off into the air. It looked as if he was going to try and circle around for a third time but we never saw the plane again. As he went into the air it looked like he was going to hit the building of the Charter terminal.

Signed

REPLY

Date \_\_\_\_\_ 20 \_\_\_\_\_

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Signed

ABOUT 16:20ISH ON 03-17-13

I SAW 26DK TRY TO LAND AT SBN.

IT HAD NO LANDING GEAR DOWN, IT WAS SKIPPING

ACROSS THE PAVEMENT, TO 50 OR 100 FEET

THEN TOOK BACK OFF, THEN IT WENT

INTO A SHARP TURN TO THE RIGHT THEN I SAW IT

GO BELLY UP [ROLLOVER], THEN NOSE DOWN TOWARDS THE GROUND.

*[Handwritten signature]*  
  
*[Handwritten signature]*

AIRPORT DEPARTMENT OF PUBLIC SAFETY

Disp. 1616 HRS

Arrv. 1618

10-8 2230

DISPATCH REPORT

Assigned Case # 13-03-016

Year 2013

Location: SBN airfield

Offense: Alert III / N26DK

Complainant: ATC Sex: \_\_\_\_\_ Race: \_\_\_\_\_ Age: \_\_\_\_\_

Address: \_\_\_\_\_ SSN: \_\_\_\_\_

Phone: \_\_\_\_\_

Narrative: See Below

Officer: Lt. Stopczynski [redacted] PN [redacted] Unit: [redacted] Date: 3/17/13

\* Suspect (if applicable): \_\_\_\_\_ DOB: \_\_\_\_\_

Address: \_\_\_\_\_ Phone #: \_\_\_\_\_ SSN: \_\_\_\_\_

On 3/21/13 an FAA Investigator asked that I provide an eye witness account of the aircraft accident that occurred on 3/17/13. We were dispatched for an alert II by ATC for and inbound Premier jet that had a loss of electrical power and other unknown problems. I assumed command in S-14, staged on the main ramp near taxiway B-4. On the first approach the aircraft appeared to have his nose gear down but no main gear. The tower told the pilot to go around several times stating that he had no gear. The aircraft did not appear to touch down. The pilot pulled up and went around for a second approach. On the second approach the aircraft appeared to have more air speed. This time it appeared that he touched down 2 or 3 times dragging his tail and possibly his left wing. We were staged on the south side of the runway so I could not see if the left wing actually hit or not. The aircraft "touch downs" looked as though they took place somewhere between taxiway B-6 and taxiway B-4. The pilot appeared to pull up and bank right. The ARFF equipment pursued east bound on t/w B. I witnessed the aircraft climbing and banking south-east. At this point the aircraft appeared to loose altitude and air speed and went nose down into the ground. The tower advised that the aircraft was down within 1 mile of the airfield. I then made the decision to hold one crash truck on the field to remain CFR #139 compliant. We then made the scene with the rescue/command vehicle and one crash truck. This account is as accurate as I can recall. I was also talking with mutual aid companies and driving during this time as well.

Lt. Carl S. Stopczynski [redacted]

[redacted signature]

March 18, 2013

Talaya Thompson

Operations Specialist

St. Joseph Co. Airport Authority



On March 17, 2013, I responded to the airfield after the ATCT declared an Alert II in progress for a "Learjet" with no power. From my position on the terminal ramp, I saw the aircraft attempt to land on runway 9R. I saw that the nose gear was down but the main landing gear was not. Instead of landing, the plane flew over the runway to attempt to land again. During the time the plane was in its second attempt, I was driving to ARFF gate #3. From that position, I could see that the aircraft did touch/skim the runway then lift off again. I could see the plane as it turned to the south then invert and fly down towards the ground. I lost sight of the aircraft as I was opening the ARFF gate to allow Safety 12 and 14 to respond to the crash site. As I was securing the gate I received a phone call from Approach requesting that I "clear" the runway. At that time, I left the ARFF gate and responded to runway 9R. I drove onto the runway from the approach end of 27L heading west. As I was inspecting the runway, I noticed small pieces of the aircraft along the centerline of the runway between Twy N and Twys A4 and B4. I picked the pieces up and placed them in the truck. I did not find anything else on the runway and exited at Twy A6. I then radioed to ATCT that the runway was clear of debris and open for traffic.

Monday, March 18, 2013

Karla Martin

Information Center

St. Joseph County Airport Authority

At the time N26DK made their second attempt to land on SBN - 9R I had camera #42 SW Airfield Maint Bldg pulled up. I followed the plane with the camera along the runway witnessing the nose gear down; main gear up. The plane touched down and was moving quickly on it's belly. The plane rose again turning to the south. I could see the aircraft's entire belly was facing the camera. At that point I lost site of the aircraft.