

## Kemner Heidi

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**From:** Donald Kress <[REDACTED]>  
**Sent:** Thursday, October 3, 2019 11:02 AM  
**To:** eyewitnessreport  
**Subject:** Crash of B 17 at Bradley International Airport  
**Attachments:** 1002190954.jpg

Good morning,

My name is Donald Kress, at approximately 9:55 am I was outside my motel room at the motel 6 on Ella Grasso Tpke when the nine-o-nine suddenly appeared overhead to the northeast. I was flying extremely low, approximately 150 - 200 feet off the ground, you could clearly see the crew in the aircraft, crossing the approach to the runway at a 90 degree angle. As it flew directly overhead and there wasn't all that much sound coming from the aircraft, it was flying slower than other aircraft that have landed in the past. The inside engine on the co pilot side wasn't working properly as it was occasionally sputtering. A minute later the fireball at the airport appeared. I know it isn't much, but I thought it might help. Should you need any further information please let me know. My phone number is [REDACTED] and my email address is [REDACTED]

With regards,  
Don Kress

## Kemner Heidi

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**From:** Linda Havel <[REDACTED]>  
**Sent:** Thursday, October 3, 2019 11:15 PM  
**To:** eyewitnessreport  
**Subject:** Crash at Bradley Airport

The B-17 flew coming from the East so I knew it was wrong I heard the plane before I saw it it was extremely low there were very loud bangs not pops and I watched it turned to the South and then saw it go down behind the trees on his way to the airport I thought it was going to go to an empty field where they had torn down tobacco barns then saw it Veer to the right towards the airport and drop to the ground I would prefer to be contacted on my home phone [REDACTED] [REDACTED] thank you if I could be of any help at all i w0uld be more than happy to speak with you my father also died flying a vintage plane

## Kemner Heidi

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**From:** Phil Molski <[REDACTED]>  
**Sent:** Friday, October 4, 2019 7:49 PM  
**To:** eyewitnessreport  
**Subject:** B-17 crash

My son (27) and I were outside the TAC Air building watching the plane as it came around the terminal just before impact - I was pointing out to him that "there is no runway there, only the highway" then the plane disappeared BEHIND the terminal, way too low. We watched as it came out from behind, banking heavily to the right, and watched it sinking lower until it was out of sight. We then heard the engines rev up very high, then came the fireball just a moment later. We left quickly after realizing what we had just seen, knowing there was nothing we could do. I was shocked later on to find out there were survivors.

Any questions please call, we were there takeoff to crash.

Phil Molski  
[REDACTED]

## Kemner Heidi

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**From:** Derrick <[REDACTED]>  
**Sent:** Sunday, October 6, 2019 8:19 AM  
**To:** eyewitnessreport  
**Subject:** My view from Wed am

My name is Derrick Butler, Wed morning I got out of a meeting at The Hamilton Plant at 1 Hamilton Rd about 9:45. By the time I walked to the security gate and started walking to my car it had to be about 9:50 - 9:55 or so. I heard a distinct engine roar and started looking in the sky. Then I saw the plane appear quick just over the tree line. Real low heading in the direction of the building 3 parking lot. At that instant I definitely noticed #4 engine looked out, feathered, and as she banked kind of west, towards the airport it looked like #3 was running rough. As she banked at such low level I just crossed my fingers and prayed as I lost sight of her past building 3 and the western tree line of the plant. I remember thinking #3 was in trouble because #1 and 2 were running so fast I couldn't see the blades (normal). I remembered seeing the blades for #3 appeared much slower to me. I have a friend in the National Guard that advised I should report in .

Sent from my iPhone

## Gretz Robert

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**From:** Frierson Kimberly  
**Sent:** Wednesday, December 4, 2019 4:03 PM  
**To:** Gretz Robert  
**Subject:** FW: B-17 Crash -- NTSB inquiry to Linda and Tom Schmidt

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**From:** Ostrowski, Mark K. <[REDACTED]>  
**Sent:** Wednesday, December 4, 2019 3:15 PM  
**To:** Frierson Kimberly <[REDACTED]>  
**Cc:** Ronalter, William J. <[REDACTED]>  
**Subject:** B-17 Crash -- NTSB inquiry to Linda and Tom Schmidt

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Frierson,

Shipman & Goodwin LLP has been retained to represent Linda and Thomas Schmidt in connection with the B-17 crash at Bradley International Airport on October 2, 2019. It is in that capacity that we respond to your email dated December 3, 2019 to Kevin Mattson. Based on our discussion with Linda and Tom, we understand that Linda was sitting directly behind the co-pilot and Tom was directly behind the pilot at the time of the crash. Both were wearing their seatbelt. It should be noted, however, that the seatbelts were not snug to-fit (Linda reports that two people could have fit in her belt) and that all passengers had been advised prior to take-off to “not adjust the safety belts”.

Please let us know if you need any additional information from Linda and Tom or if you would like to meet with them in person for an interview. Best regards.

