



WITNESS STATEMENT

NTSB Accident Number: CEN15FA008

Location: Dubuque, Iowa

Accident Date: October 13, 2014

Voluntary Statement given by Mr. Andrew Tomoro, Customer Service Agent, American Eagle Airlines, Dubuque Regional Airport, on October 17, 2014

I was on the ramp and saw the airplane break out of the clouds above runway 36. The airplane was about 100 feet agl. The airplane then went back into the clouds about 3/4 down the runway.

Taken by:

Alex Lemishko

Senior Air Safety Investigator

National Transportation Safety Board

Office of Aviation, Central Region



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Voluntary Statement given by Mr. Geoffrey Weinischenk, Customer Service Agent, American Eagle Airlines, Dubuque Municipal Airport, on October 17, 2014

On the evening of Monday, October 13, 2014, I was working at the Dubuque Regional Airport as a Customer Service Agent (CSA) for American Eagle Airlines (Envoy). My shift began at 1530 and is scheduled to 0015 hours or upon completion of all duties assigned.

I am the only agent on duty at our station from 1800 until 2215 when another agent arrives to help with the assigned duties of our RON (remain overnight) flight 3139.

The other CSA, Andrew Tomaro, arrived at the station at approximately 2205. Flight 3139 is scheduled to depart Chicago (ORD) at 2155 and arrive in Dubuque (DBQ) at 2245. This evening the flight was delayed, it was out of the gate in Chicago at approximately 2220 and was not off the ground until around 2240. I remember this because the out and off times were updating about 10 minutes later than the actual times.

Once the flight is off the ground in Chicago we have approximately 30 minutes before it arrives in Dubuque. It is during this time that we set up the ramp for the inbound aircraft. These duties may take between 5-10 minutes. On the night of October 13th, once the plane (3139) was off the ground in Chicago at approximately 2245 I took RON security checklist, security seals, cleaning caddy and vacuum out to the jet bridge. I then proceeded to open and unlock all doors leading from Jet Bridge to baggage claim area. This whole process took maybe 5 minutes. The runway and taxi way lights were on at this time. I never witnessed them coming on but they were on. This is not unusual as we have a flight school on the airfield, as well as, corporate jets regularly landing or taking off at this time of night. What stands out in my mind was how long the lights stayed on prior to the arrival or sighting of any aircraft. I thought that it might be operations coordinator doing runway/taxi way inspections but I did not see their vehicle out on the AOA.

Another thing that I thought about at this time was the weather conditions. I believe airfield ATIS described local weather as 2 mile visibility horizontal and 300 to 700 broken and overcast. I believe these conditions are at or close to the minimums for our inbound aircraft to land. So in my mind whoever was flying into DBQ would have to do it IFR. During the period of time that I witnessed the airfield lights on, I didn't see or hear any aircraft on the ground or in the air until I witnessed N9126V. I had completed setting up the ramp for the aforementioned 3139 and was standing outside our airside operations door (approximately 2250-2300) when I first heard then saw N9126V pass directly in front of me. The aircraft was approximately 60-70 feet off the ground going due north on runway 36. The aircraft was flying level and in my opinion at full

power. I could see its navigational lights clearly; it was not obscured in any way from my field of view. As soon as it passed out of my view I went inside to await our inbound. My only thought regarding the aircraft that just flew by was they aborted their landing and were going to go around.

Within only a few minutes of N9126V passing by midfield, we got a call from 3139 requesting an airfield conditions report. I answered the inbound after visually scanning for any aircraft in, on or around the airfield's airspace. 3139 responded back inquiring about a single engine turbine aircraft that was reported to be in the area. I explained that the aircraft had attempted to land but aborted and that I had not seen or heard the aircraft since. 3139 thanked me for the update and expected to be on the ground in approximately 10 minutes.

In less than a minute from my last communication with 3139, our station phone rang, Andrew answered it and it was a 911 operator calling to say that they had just received a call that a plane had crashed just north of the airfield on Military Road.

This narrative is my best recollection of the events on the night of October 13, 2014 as they pertain to the accident investigation of N9126V.

Taken by:

Alex Lemishko
Senior Air Safety Investigator
National Transportation Safety Board
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Voluntary Statement given by Mr. Roger Wickman, Airport Operations, Dubuque Municipal Airport, on October 17, 2014

Mr. Wickman said he lives in a property that is on the airport. He recalled on the night of the accident that he heard an airplane fly overhead at about 11:00 p.m. The airplane's engine sounded as if he were at full power and sounded louder than usual as compared with other aircraft.

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Voluntary Statement given by Mr. Chris Tiggles, Dubuque, Iowa, on October 17, 2014

Mr. Tiggles was on the airport and heard an airplane engine revving overhead about 11:00 p.m. He saw the airplane lights glow overhead. He described the weather as very low clouds and mist.

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Alex Lemishko
Senior Air Safety Investigator
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