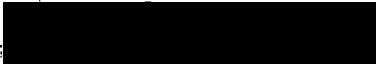


 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Chicago ARTCC	2. Report Number: ZAU-ARTCC-0227
		3. Aircraft Identification and Type: N9126V, PA46	
4. Location of Accident/Incident: Dubuque, IA		5. Date/Time of Accident/Incident (UTC): October 14, 2014; 0400 UTC	
6. Name (Operating Initials): Nick Berdebos (NB)	7. Title: ATCS	8. Position and Time (UTC): 56 R 0236-0324 UTC	
9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement. ☒ ORIGINAL ☐ SUPPLEMENTAL 10. TEXT OF STATEMENT: ☒ COMMENT ☐ NO COMMENT N9126V checked on my frequency 94.070 and I issued him the CTD altimeter. A few minutes later, I asked N9126V to say flight conditions and he said: MODERATE RAIN, SMOOTH, A LITTLE BIT OF A HEAD WIND, OUTSIDE AIR TEMP. +6 DEGREES. I then asked N9126V if he would like to proceed direct KDBQ or stay on course. N9126V responded that direct KDBQ would be OK with him and then I cleared him direct KDBQ. I then gave a position relief briefing and gave responsibility for the position to the next controller. I do not remember the equipment configuration at the time of the incident.			
11. Signature of Witness: 		12. Date of Signature 10/17/14	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Chicago ARTCC	2. Report Number: ZAU-ARTCC-0227
		3. Aircraft Identification and Type: N9126V, PA46	
4. Location of Accident/Incident: Dubuque, IA		5. Date/Time of Accident/Incident (UTC): October 14, 2014; 0400 UTC	
6. Name (Operating Initials): JERREY W. WILKE Jeffrey Wilke (WL) 10/11/2014	7. Title: ATCS	8. Position and Time (UTC): 56 R 0325-0428 UTC	
9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
10.. TEXT OF STATEMENT: ☒ ORIGINAL ☐ SUPPLEMENTAL ☒ COMMENT ☐ NO COMMENT @ 0323 I TOOK RELIEF BRIEFING AND TOOK RADAR POSITION @ OTM SECTOR. @ 0327 I SHIPPED N9126V TO CID, 119.7. I DO NOT REMEMBER THE EQUIPMENT CONFIGURATION AT THE TIME OF THE INCIDENT.			
11. Signature of Witness: 		12. Date of Signature: 10-28-14	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1 Name of Reporting Facility Chicago ARTCC	2 Report Number ZAU-ARTCC-0227
		3 Aircraft Identification and Type N9126V, PA46	
4 Location of Accident/Incident: Dubuque, IA		5 Date/Time of Accident/Incident (UTC) October 14, 2014; 0400 UTC	
6 Name (Operating Initials) Carrie Kraus (HV)	7 Title ATCS	8 Position and Time (UTC) 64 R 0315-0409 UTC	
9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
10. TEXT OF STATEMENT: ☒ ORIGINAL ☐ SUPPLEMENTAL ☒ COMMENT ☐ NO COMMENT N9126V checked on at 70 landing. DBQ I asked if he had the weather and NOTAMS for DBQ and type of approach he wants. Pilot advised he had them and requested ILS 36. I issued #090 and that I would have lower clearance soon after issuing depicted prep. Soon thereafter I pilots direction to 40. After he started his slow descent, I rechecked he had the weather and NOTAMS, he reaffirmed yes. I issued #030 to join the ILS 36. After a few other clearances for other aircraft and airspace I noticed the turn was closer than I like and asked N9126V if he was okay with it. He responded yes, was okay. I switched him to advisories soon after. CK 10-17-14 I don't remember the equipment configuration at the time of the incident.			
11 Signature of Witness 		12 Date of Signature 10-17-14	

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1 Name of Reporting Facility: Chicago ARTCC	2 Report Number: ZAU-ARTCC-0227
		3 Aircraft Identification and Type: N9126V, PA46	
4 Location of Accident/Incident: Dubuque, IA		5 Date/Time of Accident/Incident (UTC): October 14, 2014; 0400 UTC	
6 Name (Operating Initials) JS 11/24/14 Jenna M Bell Jenna Bell (MK)	7 Title ATCS	8 Position and Time (UTC): 64 RA 0414-0434 UTC	
9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
10. TEXT OF STATEMENT: ☒ ORIGINAL ☐ SUPPLEMENTAL ☒ COMMENT ☐ NO COMMENT When I sat down on the D-Side the radar controller had already issued an approach clearance to N9126V into DBQ at that point, I just helped out by catching up with coordination and watching as a second set of eyes. As I monitored the frequency the radar controller asked ENY3139 to try to contact N9126V and the pilot replied that he wasn't getting a response. I do not remember the equipment configuration at the time of the incident.			
11 Signature of Witness [Redacted]		12 Date of Signature 10/17/14	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Chicago ARTCC	2. Report Number: ZAU-ARTCC-0227
		3. Aircraft Identification and Type: N9126V, PA46	
4. Location of Accident/Incident: Dubuque, IA		5. Date/Time of Accident/Incident (UTC): October 14, 2014; 0400 UTC	
6. Name (Operating Initials): Thomas W Loeffler Thomas Loeffler (LR) TL 11/20/14	7. Title: FM	8. Position and Time (UTC): OMIC OM 0230-0958 UTC	
9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
10. TEXT OF STATEMENT: ☒ ORIGINAL ☐ SUPPLEMENTAL ☒ COMMENT ☐ NO COMMENT ON THE NIGHT OF OCT. 13TH, 2014 I WAS WORKING THE MID SHIFT WITH ANOTHER FM (NICK PIECHOWSKI). WHEN I GOT TO WORK AT 2130(L) I WAS RELIEVING THE SWING SHIFT OM. DURING THE BRIEFING I WAS INFORMED OF THE WX W/ SEVERE TURS. FORECAST ON THE WEST SIDE OF ZAU ABOVE FL240. I WALKED DOWN TO ALL WESTERN AREAS AND INFORMED THEM OF THE FORECAST WX. AROUND 0410Z I RECEIVED A CALL FROM THE LWR SECTOR TO INFORM ME THAT THEY WERE LOOKING FOR A DOWN TIME ON N9126V. THE A/C STILL HAD TIME TO CANCEL THE FLIGHT PLAN (IFR) BEFORE WE NEEDED TO START LOOKING. THE REASON THE CONTROLLER CALLED WAS DUE TO ENY3139 LANDING AT DBQ WHO WOULD HAVE TO DELAY UNTIL WE GOT A DOWN TIME ON N9126V. AT 0411Z (OCT. 14TH ZULU TIME) I CALLED THE LWR SECTOR BACK TO SEE IF THEY HAD AN AIRCRAFT NEAR BY TO GO TO DBQ TOWER FREQ. TO SEE IF THEY COULD REACH N9126V WHILE NICK CALLED THE AIRPORT MANAGER SINCE THE TOWER WAS CLOSED. AT 0416Z I CALLED THE LWR SECTOR TO INFORM THEM THAT THE AIRPORT MANAGER DIDN'T SEE N9126V ON THE RAMP. AT THAT TIME I HEARD ON THE LWR FREQ ENY3139 SAY THAT THEIR COMPANY DISPATCHER WAS SAYING THAT A SMALL CESSNA WAS DOWN NEAR DBQ AIRPORT. AT THIS TIME I TOLD NICK THAT I THINK WE MIGHT HAVE JUST LOST ONE. HE CALLED THE AIRPORT MANAGER ^{TL 10/17/14} BACK THE ROL AND I CALLED THE DBQ POLICE DEPARTMENT. I TALKED WITH A DISPATCHER AND THEY CONFIRMED THAT AN AIRCRAFT HAD CRASHED ABOUT A MILE NORTH OF DBQ AND THAT THE TAIL NUMBER WAS N9126V. I THEN PAGED A CONTROLLER BACK TO THE FLOOR TO GET THE LWR RADAR CONTROLLER OFF POSITION. I THEN CALLED THE DEN AND INFORMED THEM OF THE ACCIDENT. AFTER THAT I CONTACTED THE AIRPORT MANAGER AND FOLLOWED THE CHECKLIST OF PEOPLE TO INFORM. I LEFT A MESSAGE WITH THE CHIEF AND GOT A HOLD OF THE XO AND THE SWING SHIFT OM FOR ASSISTANCE. AT 0424Z LWR CALLED TO SEE IF I CALLED AND I SAID YES AND WANTED TO MAKE SURE THAT THE RADAR CONTROLLER WAS OK AND THAT I HAD HELP COMING.			
11. 		12. Date of Signature: 10/17/14	

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1 Name of Reporting Facility: Chicago ARTCC	2 Report Number: ZAU-ARTCC-0227
		3 Aircraft Identification and Type: N9126V, PA46	
4 Location of Accident/Incident: Dubuque, IA		5 Date/Time of Accident/Incident (UTC): October 14, 2014; 0400 UTC	
6 Name (Operating Initials): Nicholas Piechowski (YE)	7 Title: FM	8 Position and Time (UTC): OMADMIN OM 0300-0957 UTC	
9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
10. TEXT OF STATEMENT: ☒ ORIGINAL ☐ SUPPLEMENTAL ☒ COMMENT ☐ NO COMMENT TOM (OMIC) INFORMED ME THAT LNR SECTOR WAS WAITING FOR A CANCELLATION FROM N9126V. I CALLED DBQ FBO AND THEY SAID HE WAS NOT ON THE RAMP. TOM INFORMED ME ENY SAID HIS COMPANY TOLD HIM OF A SMALL PLANE DOWN NEAR DBQ. I CALLED THE RCC TO REPORT THIS. WHILE ON THE PHONE WITH THE RCC, TOM TOLD ME THAT DBQ POLICE CONFIRMED THE CRASH AND THAT IT WAS N9126V. I WALKED TO THE AREA AND INSTRUCTED THE D-SIDE TO RELIEVE THE R-SIDE.			
11 Signature of Witness: 		12 Date of Signature: 10/17/14	