

Zane Brown

From: Erik Grosof
Sent: Sunday, October 29, 2023 8:43 AM
To: Zane Brown
Subject: Fw: N860TW

Hi Zane,

This came into the witness email box. CEN23LA348

Regards,
Erik

Erik R Grosof
Chief-Special Operations Division
NTSB HQ-DC

From: faisal husein [REDACTED]
Sent: Saturday, October 28, 2023 09:59
To: eyewitnessreport [REDACTED]
Subject: Re: N860TW

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shortly prior to the time of the accident I landed a plane with a student and heard one of tailwinds' aircraft requesting "multiple short approaches". I taxied in the aircraft and switched to N1816T, almost immediately, to fly with another student. The student started the plane and shortly afterward began taxing to runway 15 via A. As we made the left turn on A (from the city ramp) I noticed an airplane on what seemed to be a modified base to final turn for runway 15, the nose down angle was steep (I thought nothing of it because I assumed it was a short approach), before the airplane reached the ground (about what seemed 10ft) the aircraft went into a very nose high attitude (exposing the entire belly of the aircraft to be almost perpendicular to the ground), the maneuver shocked me as I watched a power off stall unfold. The aircraft became aerodynamically stalled in a very nose high attitude. The left was more stalled and subsequently that side dropped first (if altitude permitted the plane would've entered a spin to the left). The left wing tip contacted the ground first, followed by the left main, then right main then nose wheel (At this time I keyed the mic and said "tower, the plane" I received a response "we are watching it".) the plane did a bounce then landed back on the runway. It seemed as though all that had to be done was maintain directional control and keep the plane on the runway but resignation must've sunk in as the plane slowly made its way off the runway. When the plane went into the grass the nose wheel dug in then the plane flipped directly forward (also ripping out the nose wheel). When this all occurred I had permission to cross runway 24 on A, I requested permission to cross 15 three times to go see if they needed help exiting the aircraft. I didn't receive permission to cross 15. I taxied as fast as I could and shut the plane down short of 15 on taxiway Lima. I ran across the runway to make sure they occupants were alright.

I wanted to write this down for clarity of the situation before I forgot what happened and because different stories are floating around and I want the community to know that some basic principals weren't followed here. If the investigator has any questions she or he can reach out via email or call me at [REDACTED]

Sincerely,

Faisal Husein, MBA, ATP, CFII, MEI

> On Sep 28, 2023, at 07:26, eyewitnessreport [REDACTED] wrote:

>

> Thank you sir-I have sent your email to the investigator for his review.

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>

> Regards,

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> Erik

>

> Erik R Grosof

> Chief-Special Operations Division (MD-5)

> NTSB HQ- Washington DC

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> -----Original Message-----

> From: faisal husein [REDACTED]

> Sent: Wednesday, September 27, 2023 9:26 PM

> To: eyewitnessreport [REDACTED]

> Subject: N860TW

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> [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.

>

> I witnessed this aircraft accident. If any information is needed please reach out via email or call me at [REDACTED]

>

> Faisal Husein, MBA, ATP, CFII, MEI

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