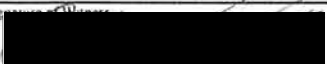
 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Huntsville ATCT	2. Report Number HSV-ATCT-0034
		3. Aircraft Identification and Type N793BG, WW24	
4. Location of Accident/Incident: Huntsville, AL		5. Date/Time of Accident/Incident (UTC) June 18, 2014; 1924 UTC	
6. Name (Operating Initials) Jonathan L. Calvanelli (JC)	7. Title ATCS	8. Position and Time (UTC) CD CD 1846-1929 UTC	
<p>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.</p>			
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL			
<p>10. TEXT OF STATEMENT:</p> <p style="text-align: center;"><input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT</p> <p>Westwind N793BG made a fullstop taxiback to Rwy 18R + stopped on taxiway Whiskey short of Juliett. N3BG advised me they were done with their seat-swap and continuing to R18R. I told them to contact Tower when ready + saw them continue to 18R full-length. I heard LC clear N3BG for take-off and saw him type in a Local IFR for the requested practice approaches. ASQ 4437 called me asking about delays + I issued their EDCT. Upon completing that I heard the ELT signal over frequency + I immediately turned around and saw the cloud of dirt + grey smoke, which I gathered was N3BG. LC called Airport Communications with the Alert 3 while I called the S/CIC to advise them of the crash. I called for any Ops vehicles on frequency. Then they responded with declaring the airfield closed responding to an Alert 3. By this time the grey smoke was being overtaken by black smoke + flames. Multiple rescue vehicles then called me to proceed to the crash site.</p>			
11. Signature 		12. Date of Signature 6/30 7/1/14	



Federal Aviation Administration

1000 East Boeing Circle
Huntsville, Alabama 35824

Memorandum



Date: August 18, 2014



To: Aircraft Accident File HSV-ATCT-0034
[REDACTED]


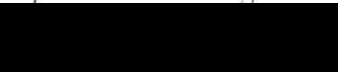
From: Larry Haynes, Support Specialist, Huntsville International Airport Traffic Control Tower



Subject: INFORMATION: Clarification of First Sentence of Local Control Personnel Statement Regarding the Aircraft Accident Involving N793BG, June 18, 2014 UTC

After arriving at Huntsville N793BG made two practice instrument approaches before landing. After landing, the pilot stated that he wanted to hold on the taxiway to make a seat swap before continuing to taxi for more approaches.

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		3 Aircraft Identification and Type N793BG, WW24	
4 Location of Accident/Incident Huntsville, AL		5 Date/Time of Accident/Incident (UTC) June 18, 2014; 1924 UTC	
6 Name (Operating Initials) Andrew S. Malone (AM)	7 Title ATCS	8 Position and Time (UTC) LC LC 1900-1929 UTC	
<p>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.</p>			
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL			
<p>10. TEXT OF STATEMENT:</p> <p style="text-align: center;"> <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT </p> <p>Westwind N793BG landed and requested a full stop taxi back to Runway 18R after a seat swap. After taxiing to Runway 18R, West Wind N793BG called requesting takeoff along with 2 ILS approaches, before returning back to BHM. I cleared N793BG for takeoff off runway 18R, About halfway down the Runway the aircraft rotated. Within 50 feet off the ground I saw the airplane's right wing ^{A.S.M.} dip a little but the pilot seemed to ^{A.S.M.} correct the airplane. About 100ft - 200ft the aircraft's right wing dipped once again towards the ground, The aircraft made a right bank and crashed into the ground. I called an Alert 3.</p>			
11. Signature of 		12. Date of Signature 7/9/14	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility Huntsville ATCT	2. Report Number HSV-ATCT-0034
		3. Aircraft Identification and Type N793BG, WW24	
4. Location of Accident/Incident: Huntsville, AL		5. Date/Time of Accident/Incident (UTC) June 18, 2014; 1924 UTC	
6. Name (Operating Initials): Andrew T Cavalier (AC)	7. Title ATCS	8. Position and Time (UTC) WA HO 1759-1925 UTC	
<p>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.</p>			
10. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT	
<p>I've reviewed the transcript and have nothing to change or add.</p>			
11. Signature 		12. Date of Signature 7/9/14	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility Huntsville ATCT	2. Report Number HSV-ATCT-0034
		3. Aircraft Identification and Type N793BG, WW24	
4. Location of Accident/Incident Huntsville, AL		5. Date/Time of Accident/Incident (UTC) June 18, 2014; 1924 UTC	
6. Name (Operating Initials) Scott C Saunders (TN)	7. Title ATCS	8. Position and Time (UTC) WA HO 1759-1925 UTC	
<p>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.</p>			
<p>10. TEXT OF STATEMENT:</p> <p style="text-align: right;"><input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL</p> <p style="text-align: center;"><input type="checkbox"/> COMMENT <input checked="" type="checkbox"/> NO COMMENT</p>			
11. Signature of Witness 		12. Date of Signature 7-10-14	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Huntsville ATCT	2. Report Number HSV-ATCT-0034
		3. Aircraft Identification and Type N793BG, WW24	
4. Location of Accident/Incident Huntsville, AL		5. Date/Time of Accident/Incident (UTC) June 18, 2014; 1924 UTC	
6. Name (Operating Initials) Brenda Hancock (HB)	7. Title SATCS	8. Position and Time (UTC) SISI 1454-1941 UTC	
<p>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.</p>			
10. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT	
<p>Jonathan Calvanelli (JC) called the watch desk via the commercial phone and told me N793BG crashed while trying to depart RWY 18R. I asked JC if an ALERT 3 had been called and he said yes. I asked how bad was it (the accident), and he said very bad. He said the aircraft had broken up and it was on fire. I hung up the telephone and immediately told the West Radar controller, Arlene Perez, to stop arrivals into Huntsville. I told them (West Radar and West Associate) the Westwind had crashed on departure.</p>			
11. Signature of Witness		12. Date of Signature	
		7/3/14	