




 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: DENVER ATCT	2. REPORT NUMBER:
		3. AIRCRAFT IDENTIFICATION AND TYPE: COA1404 B737	
4. LOCATION OF ACCIDENT/INCIDENT: 34R NORTH OF TWY WC	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 0119 21DEC08	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): CYNTHIA RUSSELL (CA)	8. TITLE: ATCS	9. POSITION AND TIME (UTC):	
<p>10. 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 EXTRANEEOUS 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>			
11. TEXT OF STATEMENT:		<input type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>At approximately 01:10 COA1404 contacted me at position 3W and stated that they had the current ATIS (c). I instructed COA1404 to taxi to runway 34R via taxiway F. When the aircraft was established on taxiway F, I instructed COA1404 to monitor tower on frequency 135.3.</p>			
12. SIGNATURE: 		13. DATE OF SIGNATURE: 12/21/8	

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4. LOCATION OF ACCIDENT/INCIDENT: 34R NORTH OF TWY WC	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 0119 21DEC08	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): RICK HERRING	8. TITLE: SATCS	9. POSITION AND TIME (UTC):	
10. 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 EXTRANEIOUS 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.			
11. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>I WAS WORKING LOCAL CONTROL 2, PERFORMING A POSITION CERTIFICATION ON A CONTROLLER IN TRAINING. AT APPROXIMATELY 0120 UTC I HEARD LOCAL CONTROL 16/4 STATE THAT CONTINENTAL 1404 HAD CRASHED DURING DEPARTURE ON RUNWAY 34R AND NEEDED THE FIRE RESCUE NOTIFIED. I OBSERVED THE OSIC ACTIVATE THE CRASH NET AND PROVIDE ASSISTANCE TO LOCAL CONTROL 4. I REQUESTED RELIEF FROM THE LOCAL CONTROL 2 POSITION AND ANOTHER CONTROLLER RELIEVED ME. I RELIEVED THE OSIC, AND ASSUMED RESPONSIBILITY FOR THE CONTROL TOWER. I CONTINUED TO SUPPORT THE FIRE RESCUE OPERATION WHILE MAKING THE AIRCRAFT ACCIDENT NOTIFICATIONS.</p>			
12. SIGNATURE: 		13. DATE OF SIGNATURE: 12/21/08	

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		3. AIRCRAFT IDENTIFICATION AND TYPE COA1404 B737	
4. LOCATION OF ACCIDENT/INCIDENT 34R NORTH OF TWY WC	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC) 0119 21DEC08	6. EQUIPMENT ATTACHMENT <input type="checkbox"/> YES <input type="checkbox"/> NO	
7. NAME (OPERATING INITIALS) PATRICK THORNLEY	8. TITLE ATCS	9. POSITION AND TIME (UTC)	
<p>10. 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>11. TEXT OF STATEMENT: <input type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL</p> <p>I was working the Oxic position. The local 4 controller called out something like: "roll the equipment, I have a crash". I picked up the nearest (east-side) crash phone and activated it. I heard someone say "34R at WB", I passed that information via the crash net. Subsequently I was told the location was 34R at WC. I then attempted to reactivate the crash net, there was no answer. I then called B-tower and passed on the updated information. I was relieved relieved from the position by the supervisor.</p>			
12. SIGNATURE OF WITNESS 		13. DATE OF SIGNATURE 12/22/08	