



**PERSONNEL STATEMENT**

**FEDERAL AVIATION ADMINISTRATION  
DETROIT METRO ATCT**

January 13, 1997

The following is a report concerning the accident involving COM3272 at Ida, Michigan, January 9, 1997 at 2054 UTC.

My name is Steven L. Cochran (SE). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Detroit Metropolitan Air Traffic Control Tower, Detroit, Michigan.

During the period 1830 UTC, January 9, 1997, to 0230 UTC, January 10, 1997, I was on duty in the Detroit Metropolitan TRACON. I was working the Arrival East (B) position from 1946 UTC to 2059 UTC.

I took a handoff from the "S" position approx. 15 to 20 miles southwest of DTW. I was providing radar vectors for the ILS 3R approach. I issued a heading and altitude, to COM3272, that would intercept the Localizer and received no reply. I called COM3272 two more times, received no reply and then the target disappeared from radar. I do not remember what the various settings of the operational equipment was at the time of the accident.

Steven L. Cochran  
Detroit Metro ATCT

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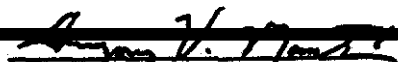
**January 13, 1997**

**The following is a report concerning the accident involving COM3272 at Ida, Michigan, January 9, 1997 at 2054 UTC.**

**My name is Gregory V. Martin (XX). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Detroit Metropolitan Air Traffic Control Tower, Detroit, Michigan.**

**During the period 1830 UTC, January 9, 1997, to 0230 UTC, January 10, 1997, I was on duty in the Detroit Metropolitan TRACON. I was working the West Feeder (S) position from 2002 UTC to 2105 UTC.**

**I took a handoff on COM3272 8-9 mi. SSW of MIZAR. I established communications with COM3272 and gave landing information and control instructions to sequence the aircraft with other arriving traffic. I then slowed COM3272 to 190 knots to allow jet traffic to be sequenced ahead of COM3272. At MIZAR COM3272 was descended to 7,000 and vectored northeast to the base leg area. At the base leg area I turned COM3272 southeast and reduced the aircraft's speed again. I completed a handoff to the "B" controller and changed COM3272 to frequency 125.15. I do not remember what the various settings of the operational equipment was at the time of the accident.**

  
Gregory V Martin  
Detroit Metro ATCT

DTW-ATCT-181  
COM3272

**PERSONNEL STATEMENT**

**FEDERAL AVIATION ADMINISTRATION  
DETROIT METRO ATCT**

**January 13, 1997**

**The following is a report concerning the accident involving COM3272 at Ida, Michigan, January 9, 1997 at 2054 UTC.**

**My name is Kevin R. Bartelt (KB). I am employed as an Area Supervisor by the Federal Aviation Administration at the Detroit Metropolitan Air Traffic Control Tower, Detroit, Michigan.**

**During the period 1630 UTC, January 9, 1997, to 0230 UTC, January 10, 1997, I was on duty in the Detroit Metropolitan TRACON. I was working the Area Supervisor (AS/CIC) position from 1715 UTC to 2344 UTC.**

**On or about 2055Z, I was watching the traffic flow on the satellite sectors when the "B" controller (SE) advised me he may have lost an aircraft. I immediately went to the position and asked what happened. The arrival controller told me he had COM3272 on a vector toward the final and the ARTS tag and primary radar target had disappeared. I asked the controller to show me where the traffic was last observed and what altitude. The controller marked the spot on the radar screen, (approximately 6 miles west of Monroe Custer Airport) and at 3200 feet. I looked at the radar display and saw no primary target. I then asked the controller to transmit to the aircraft to see if it was still there. There was no response. I then had the tower transmit to the aircraft and again there was no response. I told the controllers to stop running approaches and told traffic management to put all fixes in the hold. I then had the controllers working the sectors relieved.**

**The first call I made was to the State Police post in Monroe. They stated they had emergency vehicles on the way. I then called Comair flight control and told them that one of their flights (COM3272) may have crashed. I requested the tail number and how many people on board. The Comair representative told me there were 25 passengers and 3 crew and the tail number was N265CA. I then called the State Police back and gave them the information and they verified the tail number as N26 (they could not get the rest because of damage to the tail section) but they described the aircraft paint color and it matched Comair colors (white with red trim).**

**I then started resuming approaches to Metro.**

**I then started working the accident package.**

DTW ATCT 8020-1 (8/96)

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