

Z JX -ARTCC- 176

Accident Number

FOX 1478

Call Sign

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be 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.

This statement concerns the accident involving FOX 1478 at Tallahassee, FL
at 07/26/02, 0943 UTC. My name is Horace F. Davis Jr. (SO). I am
Date Time Call Sign City State Initials
employed as an Air Traffic Control Specialist by the FAA at Jacksonville Air Route Traffic Control Center,
Hilliard, Florida. I was working the Tallahassee Radar Control position from
Sector Name Radar, Radar Associate
0625 UTC to 1000 UTC. Handoff, or Assistant

Text of Statement: FOX 1478 reported on my frequency northwest of RRS at FL290 with a Pilot discretion descent clearance to FL 240. I acknowledged his call and issued a P.D. clearance to 9,000 ft. A few minutes later the pilot reported beginning his descent. Next I issued a P.D. clearance to 3,000. The pilot acknowledged. Then I changed the A/C over to a better frequency for his location (135.32). Once the A/C reported on the new frequency, I asked the pilot if he had the TLT weather and he said he did. I then told him to expect a visual approach into TLT and to report the airport in sight. At about 22 miles from the field the pilot reported the field in sight. I cleared FOX for a visual approach and advised the pilot of a NOTAM about Runway 18/36 being closed. FOX said he wasn't aware of that and would use Runway 9. I repeated the clearance for visual approach and advised the pilot to report his down time on my frequency if unable to GNV Radio and to change to advisory frequency. The pilot acknowledged. I heard no more from FOX 1478 and was advised the A/C had crashed. I certify, to the best of my knowledge and recollection, the above statement is correct.

I do not remember the equipment configuration at the time, but observed nothing unusual.

Horace F. Davis Jr. 7-30-02
Signature Date

(See Reverse Side for Operational Equipment Configuration)