

**AIRCRAFT ACCIDENT PACKAGE
CAK-ATCT-0101
N9299N, P32R
December 19, 2008, 2251 UTC
Destroy: June 19, 2011 UTC**

CAK-ATCT-0101
N9299N

SECTION 1.
Table of Contents

TABLE OF CONTENTS

- SECTION 1. Table of Contents
- SECTION 2. Certification
- SECTION 3. FAA Form 8020-6, Report of Aircraft Accident, and FAA Form 8020-6-1, Report of Aircraft Accident (Continuation Sheet)s
- SECTION 4. Normal Service Statements and Certified Indexes
- SECTION 5. FAA Form 7230-4, Daily Record of Facility Operation
- SECTION 6. Personnel Log
- SECTION 7. FAA Form 7230-10, Position Logs, or automated equivalent
- SECTION 8. Facility Layout Chart
- SECTION 9. Flight Progress Strip
- SECTION 10. Transcriptions of Voice Recordings
- SECTION 11. FAA Form 8020-3, Facility Accident/Incident Notification Record
- SECTION 12. FAA Form 8020-26, Personnel Statements
- SECTION 13. Weather Products

CAK-ATCT-0101
N9299N

SECTION 2.
Certification



Federal Aviation Administration

Memorandum

Date: February 10, 2009

To: Carol Might, Director, System Operations Litigation

From: *DM* David P. Medina, Manager, ATO Central Service Center,
Safety Assurance Group

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, N9299N
Uniontown, OH., December 19, 2008

I hereby certify that Air Traffic Aircraft Accident Package, CAK-ATCT-0101, has been reviewed, and it is complete and accurate.



Federal Aviation Administration

Memorandum

Date: January 15, 2009

To: Konstantine Nezer, Jr.
Service Center Director, Central Service Center

From: ^{DD} DeeAnn Dehne
Manager, Akron-Canton Airport Traffic Control Tower

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, N9299N
Uniontown, OH, December 19, 2008

I hereby certify that Air Traffic Aircraft Accident Package, CAK-ATCT-0101, has been reviewed, and it is complete and accurate.

CAK-ATCT-0101

N9299N

SECTION 3.

FAA Form 8020-6, Report of Aircraft Accident, and FAA Form
8020-6-1, Report of Aircraft Accident (Continuation Sheet)s



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT DATE
February 10, 2009

REPORT NO.
CAK-ATCT-0101

REPORT OF AIRCRAFT ACCIDENT

NAME OF REPORTING FACILITY
Akron-Canton ATCT (CAK)

| | | |
|-----------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| 1. AIRCRAFT IDENTIFICATION AND TYPE N9299N, P32R | 2. DATE/TIME OF ACCIDENT (GMT) December 19, 2008; 2251 UTC | 3. LOCATION OF ACCIDENT Uniontown, OH, 2 1/2 miles northeast of approach end of runway two three |
|-----------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|

| | |
|----------------------------------------------------|-------------------------------------------------------------|
| 4. NATURE OF ACCIDENT Crashed on Final Approach | 5. TYPE OF FLIGHT Cross country flight - IFR Flight Plan |
|----------------------------------------------------|-------------------------------------------------------------|

| 6. FLIGHT CREW | NAME | POSITION | ADDRESS (CITY AND STATE) | UNINJURED | INJURED | FATALITY |
|----------------|------|--------------------|--------------------------|-----------|---------|----------|
| | | Michael L. Connell | Pilot | Bath, OH | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

| | | | | |
|--------------------------------------------------------------------------------------------------------------------------|-----------------------------|-----------------------|---------------------|------------------------|
| 7. PASSENGER DATA (If available, list names, addresses, extent of injuries and other information on continuation sheet.) | NUMBER ABOARD AIRCRAFT 0 | NUMBER UNINJURED 0 | NUMBER INJURED 0 | NUMBER FATALITIES 0 |
|--------------------------------------------------------------------------------------------------------------------------|-----------------------------|-----------------------|---------------------|------------------------|

| | |
|---------------------------------|-------------------------------------------------------------|
| 8. AIRCRAFT DAMAGE Destroyed | 9. PROPERTY DAMAGE Fire damage to outside wall of garage |
|---------------------------------|-------------------------------------------------------------|

10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS
Normal


| | | |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| 11. WEATHER DATA | CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT AKRON-CANTON METAR Automated - 1751 EST: wind three zero zero at one one knots, visibility nine statute miles, ceiling five hundred broken, one thousand overcast | |
| | REPORT JUST PRIOR TO ACCIDENT AKRON-CANTON SPECI Automated - 1735 EST: wind two eight zero at zero nine knots, visibility one zero statute miles, ceiling seven hundred broken, one thousand four hundred overcast | DATE/TIME 12/19/2008 2235 UTC |
| | FIRST REPORT SUBSEQUENT TO ACCIDENT AKRON-CANTON SPECI Automated - 1809 EST: wind three zero zero at one zero knots, visibility two and one half statute miles, mist, ceiling four hundred overcast | DATE/TIME 12/19/2008 2309 UTC |

| 12. ATIS PERSONNEL INVOLVED | NAME | FACILITY | OPERATING POSITION | CHECK IF EYEWITNESS |
|-----------------------------|------------------------|----------------|--------------------|---------------------|
| | James H. Shearer *(QX) | CAK ATCT | LC LC | |
| Richard K. Varner (RV) | CAK ATCT | GC GC | | |
| Maria A. McMahon (MW) | CAK ATCT | CD CD | | |
| John A. Beresh Jr (BH) | CAK ATCT | Not applicable | | |
| | | | | |
| | | | | |

*Operating Initials

13. SIGNATURE OF FACILITY MANAGER

DeeAnn Dehne

| | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|-----------------------------|
|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE January 20, 2009 | REPORT NO. CAK-ATCT-0101 |
| | NAME OF REPORTING FACILITY Potomac Consolidated TRACON (PCT) | |

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 19, 2008

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2003 N9299N called Mount Vernon Flight Data for an IFR clearance off College Park Airport (CGS).

2010 N9299N was issued an IFR clearance and release.


2031 N9299N called KRANT radar position after departing CGS. KRANT radar identified N9299N and issued a climb to 5,000 feet.

2033 KRANT issued N9299N frequency 128.7, WOOLY, radar position.

2034 N9299N contacted WOOLY and was issued a climb to 6,000 feet.

2102 N9299N was issued Washington Air Route Traffic Control Center frequency 133.65.

No More Follows

| | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-----------------------------|
|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE January 8, 2009 | REPORT NO. CAK-ATCT-0101 |
| | NAME OF REPORTING FACILITY Washington ARTCC (ZDC) | |

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 19, 2008

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2103 N9299N made initial contact with the Washington ARTCC Blue Ridge Radar Control position (BLR) at 6,000 feet and the controller acknowledged.


2108 BLR performed a radar point out on N9299N to the Washington ARTCC Hagerstown Radar Control position (HGR).

2116 N9299N requests and is cleared direct to the Akron-Canton Regional Airport (CAK).

2117 BLR made an automated handoff to the Cleveland ARTCC Indian Head Radar Control position (IHD) however the handoff failed.

2119 BLR made a manual handoff on N9299N to IHD. BLR transferred communication with N9299N to frequency 124.4 and the pilot acknowledged and transferred to the frequency.

No More Follows

| | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|-----------------------------|
|  <p>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)</p> | REPORT DATE December 24, 2008 | REPORT NO. CAK-ATCT-0101 |
| | NAME OF REPORTING FACILITY Cleveland ARTCC (ZOB) | |

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 19, 2008

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2119 N9299N checked on the Indianhead Sector frequency reporting level at 6,000. The controller acknowledged the call and issued the Morgantown altimeter.

2142 The Indianhead Radar Controller asked N9299N about his flight conditions. N9299N reported that he was in moderate chop.

2156 N9299N was instructed to contact Pittsburgh Approach. The pilot acknowledged the clearance.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE
December 23, 2008

REPORT NO.
CAK-ATCT-0101

NAME OF REPORTING FACILITY
Pittsburgh ATCT (PIT)


14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 19, 2008

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2155 N9299N was handed off from the Cleveland ARTCC to the Pittsburgh ATCT.
- 2157 N9299N reported on the Pittsburgh arrival south position level at 6,000 ft. The Pittsburgh arrival south controller issued the current altimeter setting.
- 2215 N9299N reported the ride at 6,000 ft. was bumpy and requested the Pittsburgh controller to ask an arrival into Pittsburgh how the ride was at 4,000 ft. An arrival into Pittsburgh advised the ride at 4,000 ft. was bumpy. This was received by N9299N.
- 2217 N9299N was issued the current altimeter setting. N9299N proceeded on course at 6,000 ft. without incident or comment from the pilot.
- 2227 N9299N was handed off from Pittsburgh ATCT to Akron-Canton ATCT and switched to Akron-Canton frequency.

No More Follows

| | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|-----------------------------|
|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE February 18, 2009 | REPORT NO. CAK-ATCT-0101 |
| | NAME OF REPORTING FACILITY Akron-Canton ATCT (CAK) | |

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 19, 2008

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2227 N9299N contacted Akron-Canton (CAK) approach at 6000 feet with ATIS alpha. N9299N was told to expect the ILS runway 23 approach and was given the CAK altimeter 29.76.

2236 CAK instructed N9299N to fly heading 340 vectors for ILS Runway 23 final approach course. N9299N read back correctly.

2242 CAK instructed N9299N to descend and maintain 3200 feet. N9299N read back the clearance correctly and asked if there were any PIREPs for icing below 6000 feet in the area. CAK advised N9299N there were no reports of icing and asked N9299N to let CAK know if he encounters any.

2249 CAK instructed N9299N that he was 2 miles NE of EGGII (Final Approach Fix), was told to turn left heading 250, maintain 3200 until established on the localizer, then cleared N9299N for he ILS Runway 23 approach. N9299N read back instructions correctly.

2251 CAK instructed N9299N to contact the tower on 118.3. N9299N acknowledged. N9299N checked in on CAK tower frequency. CAK Tower cleared N9299N to land on Runway 23, and stated that N9299N appeared to be left of the localizer. N9299N stated that he was correcting.

2252 CAK Tower advised N9299N twice that he was still left of the localizer and twice asked if N9299N would like to go back around for the approach. N9299N stated we'd like to correct. CAK Tower responded roger then advised N9299N that he was 2 and ½ miles from the field and cleared N9299N to land runway 23. N9299N acknowledged.


2253 N9299N asked CAK tower if he could do a 360 and reestablish himself. CAK tower advised N9299N unable and advised N9299N to climb and maintain 3000. CAK tower asked N9299N his present heading. N9299N responded that he was heading due north and climbing. CAK tower instructed N9299N no delay in the climb. Climb and maintain 3000. N9299N did not respond. CAK tower asked N9299N if they copied. N9299N responded he was declaring an emergency. CAK tower advised N9299N to maintain altitude, and that the airport is 2 miles west of you. N9299N did not respond.

2255 Airport Rescue Fire Fighting (ARFF) lead vehicle contacted ground control (GC). GC advises ARFF lead that he believes that aircraft went down two miles east of the airport. ARFF lead acknowledges.

2256 GC advises ARFF lead that it's a PA32, unknown fuel, unknown people on board. ARFF lead did not respond. Rescue 10 contact GC and asks what runway the aircraft is landing. GC advises the aircraft was supposed to land runway 23 but he believes the aircraft is two miles east of the airport at this time.

2257 Rescue 10 asks GC if he can set up on taxiway echo. GC approves the request.

N9299N

| | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|-----------------------------|
|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE February 18, 2009 | REPORT NO. CAK-ATCT-0101 |
| | NAME OF REPORTING FACILITY Akron-Canton ATCT (CAK) | |
| 14. CHRONOLOGICAL SUMMARY OF FLIGHT | | |
| <p>ARFF lead asks GC the type of aircraft. GC responds PA32, unknown fuel, unknown souls on board.</p> <p>2301 Rescue 10 asks GC for clearance back to the CFR building. GC approves request.</p> | | |
| No More Follows | | |

CAK-ATCT-0101
N9299N

SECTION 4.
Normal Service Statements and Certified Indexes



Federal Aviation Administration

Memorandum

Date: December 29, 2008

To: Akron-Canton Airport Traffic Control Tower

From:  Stephen L. Smith
Acting Manager, Potomac Consolidated Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, N9299N
Uniontown, OH, December 19, 2008

All services provided by Potomac Consolidated Terminal Radar Approach Control Facility were normal, and there were no pertinent transmissions.

Attachments

CAK-ATCT-0101
N9299N

CERTIFIED INDEX

December 29, 2008

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Logs
Original Voice Recordings
Certified Re-recordings
Continuous Data Recordings (CDR)
Flight Progress Strip



(b)

Stephen L. Smith
Acting Manager, Potomac Consolidated TRACON



Federal Aviation Administration

Memorandum

Date: January 8, 2009

To: Akron-Canton Airport Traffic Control Tower

From:  (e)
Acting Manager, Washington Air Route Traffic Control Center

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, N9299N
UNIONTOWN, OH, December 19, 2008

All services provided by Washington Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

Attachments

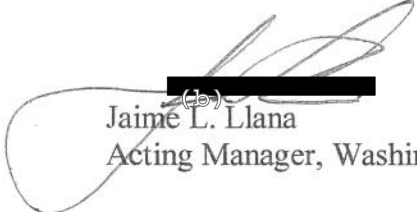
CAK-ATCT-0101
N9299N

CERTIFIED INDEX

January 8, 2009

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Log
Original Voice Recording
Certified Re-recording
Facility Layout Chart
National Track Analysis Program (NTAP)
Flight Progress Strips



Jaime L. Llana
Acting Manager, Washington ARTCC



Federal Aviation Administration

Memorandum

Date: December 23, 2008

To: Akron-Canton Airport Traffic Control Tower

From: ^{CA} Charles E. Allaman
Acting Manager, Cleveland Air Route Traffic Control Center

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, N9299N
Uniontown, OH, December 19, 2008

All services provided by Cleveland Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

Attachments

CAK-ATCT-0101
N9299N

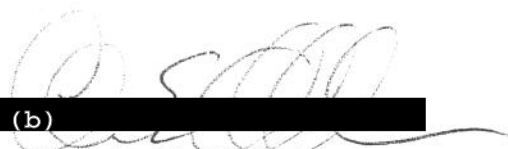
CERTIFIED INDEX

December 24, 2008

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Log
Original Voice Recordings
Certified Re-recordings
Facility Layout Chart
National Track Analysis Program (NTAP)
Data Analysis Reduction Tool (DART)
Flight Progress Strips
Weather Information

(b)


Charles E. Allaman
Acting Manager, Cleveland ARTCC



Federal Aviation Administration

Memorandum

Date: December 23, 2008

To: Akron-Canton Airport Traffic Control Tower

From: (b) [REDACTED]
David P. Anderson
Acting Manager, Pittsburgh Airport Traffic Control Tower

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, N9299N
Uniontown, OH, December 19, 2008

All services provided by Pittsburgh Airport Traffic Control Tower were normal, and there were no pertinent transmissions.

Attachments

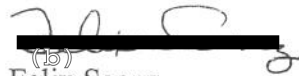
CAK-ATCT-0101
N9299N

CERTIFIED INDEX

January 5, 2009

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
Personnel Statement Memorandum
Personnel Logs
Original Voice Recording
Certified Re-recording
Continuous Data Recording (CDR)
Flight Progress Strip


[Redacted signature]

(15)
Felix Saenz
Manager, Pittsburgh ATCT

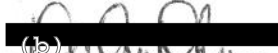
CAK-ATCT-0101
N9299N

CERTIFIED INDEX

January 14, 2009

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 8020-9
FAA Form 8020-3
FAA Form 8020-26
Original Voice Recordings
Certified Re-recordings
Facility Layout Chart
Flight Progress Strip
Transcriptions of Voice Recordings


(b)
DeeAnn Dehne
Manager, Akron-Canton ATCT

CAK-ATCT-0101
N9299N

SECTION 5.
FAA Form 7230-4, Daily Record of Facility Operation

| | | | | | |
|-----------------------------------------------------------------------------|-----------------------|---------------|---------------------------|--------------------------------------------------------------------------|------------------------------------|
| U.S. Department of Transportation Federal Aviation Administration | | | | Daily Record of Facility Operation | Page No. 1 of 1 Date 12/19/2008 |
| Location | Identification FAA | Type Facility | Operating Position ALL | Checked By <i>BH</i> Air Traffic Manager DEEANN DEHNE <i>DD</i> | |

| Time (UTC) | REMARKS |
|------------|------------------------------------------------------------------------------------------------------------------|
| 0500 | D. ZAKASKI ON WCLC, ASP RLSD TO ZOB. CFPL: SECON LVL ORANGE, ILS RWY 23 APCH IN USE DEP RWY 23. |
| 0919 | ILS RWY 1 APCH IN USE, DEP RWY 1. |
| 1100 | ASP RETURNED FROM ZOB. |
| 1105 | D. HANEY ON ABV NOTED. |
| 1356 | WCLC, MSAW ALARM CHECK COMPLETED. |
| 1445 | R. SCHULTZ ON, ABV NOTED. |
| 1823 | ILS RWY 23 APCH IN USE, DEP RWY 23. DT. |
| 2206 | M. KACHUR ON, ABV NOTED. |
| 2223 | WCLC, MSAW ALARM CHECK COMPLETED. BH. |
| Q 2253 | N9299N, P32R/G, ON ILS RWY 23 APPROACH CRASHED. BH. |
| 2254 | STARK COUNTY SHERIFF NOTIFIED, DISPATCHER ADVISED 911 CALL HAD COME IN AND EMS AND DEPUTIES ENROUTE TO SITE. BH. |
| 2305 | ROC NOTIFIED. BH. |
| 0033 | ILS RWY 1 APCH IN USE, DEP RWY 1. |
| 0459 | COB. |

I CERTIFY that entries above are correct; that all scheduled operations have been accomplished, except as noted, and that all abnormal occurrences and conditions have been recorded.

| | | |
|-----------------------------------------------------|-------------------------------|-------------------------------|
| Watch Supervisor(s) Signature <i>[Signature]</i> | Watch Supervisor(s) Signature | Watch Supervisor(s) Signature |
| | | |

CAK-ATCT-0101
N9299N

SECTION 6.
Personnel Log

N9299N



Federal Aviation Administration

Memorandum

Date: January 15, 2009
To: Accident Package CAK-ATCT-0101
From: ^{AD}DeeAnn Dehne, Manager, Akron-Canton Airport Traffic Control Tower
Subject: Personnel Log for December 19, 2008, 2251 UTC.

The following personnel were not on duty at Akron-Canton Airport Traffic Control Tower on December 19, 2008, 2251 UTC:

| <u>Name</u> | <u>Reason</u> |
|----------------|---------------|
| Agnes, Dave | RDO |
| Edwards, Jacie | RDO |
| Gordon, Mark | RDO |
| Lewis, Omoro | RDO |
| McKenzie, Doug | RDO |
| Pustay, Dave | RDO |
| Walczyk, John | RDO |

ART - Sign On Log

1/15/2009 11:57:16 AM

CAK

Selected Report Dates: 12/18/2008 10:00:00 PM - 12/19/2008 10:00:00 PM

| OPINIT | NAME | SHIFT/TYPER | SIGN- IN | SIGN - OUT | LV | OJT | CIC | TOS |
|--------|---------------------|---------------|----------|------------|-----|-----|-----|------|
| DZ | ZAKASKI, DAVID C | 22:45-06:45/R | 22:45:00 | 06:45:00 | | | | |
| | REMARKS | | | | | | | |
| DT | HANEY, DAVID T. | 05:45-13:45/R | 05:45:00 | 13:45:00 | | | | |
| | REMARKS | | | | | | | |
| DR | ROSE, DONNRAE E | 06:00-14:00/R | 06:00:00 | 14:00:00 | 8+0 | | | |
| | REMARKS | | | | | | | |
| BS | SIROKI, BRITTANY L. | 06:00-14:00/R | 06:00:00 | 14:00:00 | | | | |
| | REMARKS | | | | | | | |
| CC | CHARTON, MICHAEL C | 06:00-16:30/R | 05:30:00 | 15:30:00 | 1+0 | | | 0+30 |
| | REMARKS | | | | | | | |
| PD | RUBENSTAHL, | 06:30-14:30/R | 06:30:00 | 14:30:00 | | | | |
| | REMARKS | | | | | | | |
| CR | CHESTER, SHERMAN E, | 08:00-16:00/R | 08:00:00 | 16:00:00 | | | | |
| | REMARKS | | | | | | | |
| RL | RAMSDELL, RICHARD A | 08:00-16:00/R | 08:00:00 | 16:00:00 | | | | |
| | REMARKS | | | | | | | |
| | ULRY, JAMES L | 08:00-16:00/R | 08:00:00 | 16:00:00 | 8+0 | | | |
| | REMARKS | | | | | | | |
| RS | SCHULTZ, RONALD L | 09:30-17:30/R | 09:30:00 | 17:30:00 | | | | |
| | REMARKS | | | | | | | |
| KT | THOMAS, KYLE E | 09:30-17:30/R | 09:30:00 | 17:30:00 | | | | |
| | REMARKS | | | | | | | |
| MW | MCPMAHON, MARIA A | 11:35-19:35/R | 11:35:00 | 19:35:00 | | | | |
| | REMARKS | | | | | | | |
| BH | BERESH, JOHN A, JR. | 12:00-22:00/R | 12:00:00 | 02:00:00 | | | | 4+0 |
| | REMARKS | | | | | | | |
| BM | BLACKMAN, | 13:30-21:30/R | 13:30:00 | 21:30:00 | | | | |
| | REMARKS | | | | | | | |
| EG | GIBBS, ERIC M | 14:00-22:00/R | 14:00:00 | 22:00:00 | 8+0 | | | |

CAK-ATCT-0101
N9299N

CAK

Selected Report Dates: 12/18/2008 10:00:00 PM - 12/19/2008 10:00:00 PM

| OPINIT | NAME | SHIFT/TYPE | SIGN- IN | SIGN - OUT | LV | OJT | CIC | TOS |
|--------|--------------------|---------------|----------|------------|----|-----|-----|------|
| | REMARKS | | | | | | | |
| QX | SHEARER, JAMES H | 14:00-22:00/R | 14:00:00 | 23:30:00 | | | | 1+30 |
| | REMARKS | | | | | | | |
| RV | VARNER, RICHARD K | 15:00-23:00/R | 15:00:00 | 23:00:00 | | | | |
| | REMARKS | | | | | | | |
| KM | KACHUR, MATTHEW D. | 16:15-00:15/R | 16:15:00 | 00:15:00 | | | | |
| | REMARKS | | | | | | | |
| HA | HARSH, CHARLES T | 20:20-04:20/O | 20:20:00 | 23:04:00 | | | | 2+44 |
| | REMARKS | | | | | | | |

CAK-ATCT-0101
N9299N

Section 7.

FAA Form 7230-10, Position Logs (or automated equivalent)

POSITION LOG

Fac ID: CAK
Pos ID: GC

Log Date: 12/19/2008
Pos Type: GC

| TIME ON | Initials | TIME OFF | Code | Where Combined To: | |
|---------|----------|----------|------|--------------------|----------|
| | | | | Pos ID | Pos Type |
| 0501 | KM | 0501 | C | | |
| 0502 | | 1059 | | LC | LC |
| 1100 | DZ | 1102 | C | | |
| 1103 | BS | 1136 | C | | |
| 1137 | PD | 1221 | C | | |
| 1222 | BS | 1307 | C | | |
| 1308 | PD | 1353 | C | | |
| 1354 | BS | 1437 | C | | |
| 1438 | PD | 1522 | C | | |
| 1523 | BS | 1624 | C | | |
| 1625 | RS | 1700 | C | | |
| 1701 | BS | 1744 | C | | |
| 1745 | PD | 1909 | C | | |
| 1910 | QX | 2001 | C | | |
| 2002 | RV | 2049 | C | | |
| 2050 | QX | 2118 | C | | |
| 2119 | KM | 2210 | C | | |
| 2211 | KM | 2223 | C | | |
| 2224 | RV | 2308 | C | | |
| 2309 | KM | 0128 | C | | |

POSITION LOG

Fac ID: CAK
Pos ID: GC

Log Date: 12/19/2008
Pos Type: GC

| TIME ON | Initials | TIME OFF | Code | Where Combined To: | |
|---------|----------|----------|------|--------------------|----------|
| | | | | Pos ID | Pos Type |
| 0129 | KM | 0132 | C | | |
| 0133 | TP | 0146 | S | | |
| 0147 | DT | 0252 | C | | |
| 0253 | HA | 0347 | C | | |
| 0348 | KM | 0459 | C | | |
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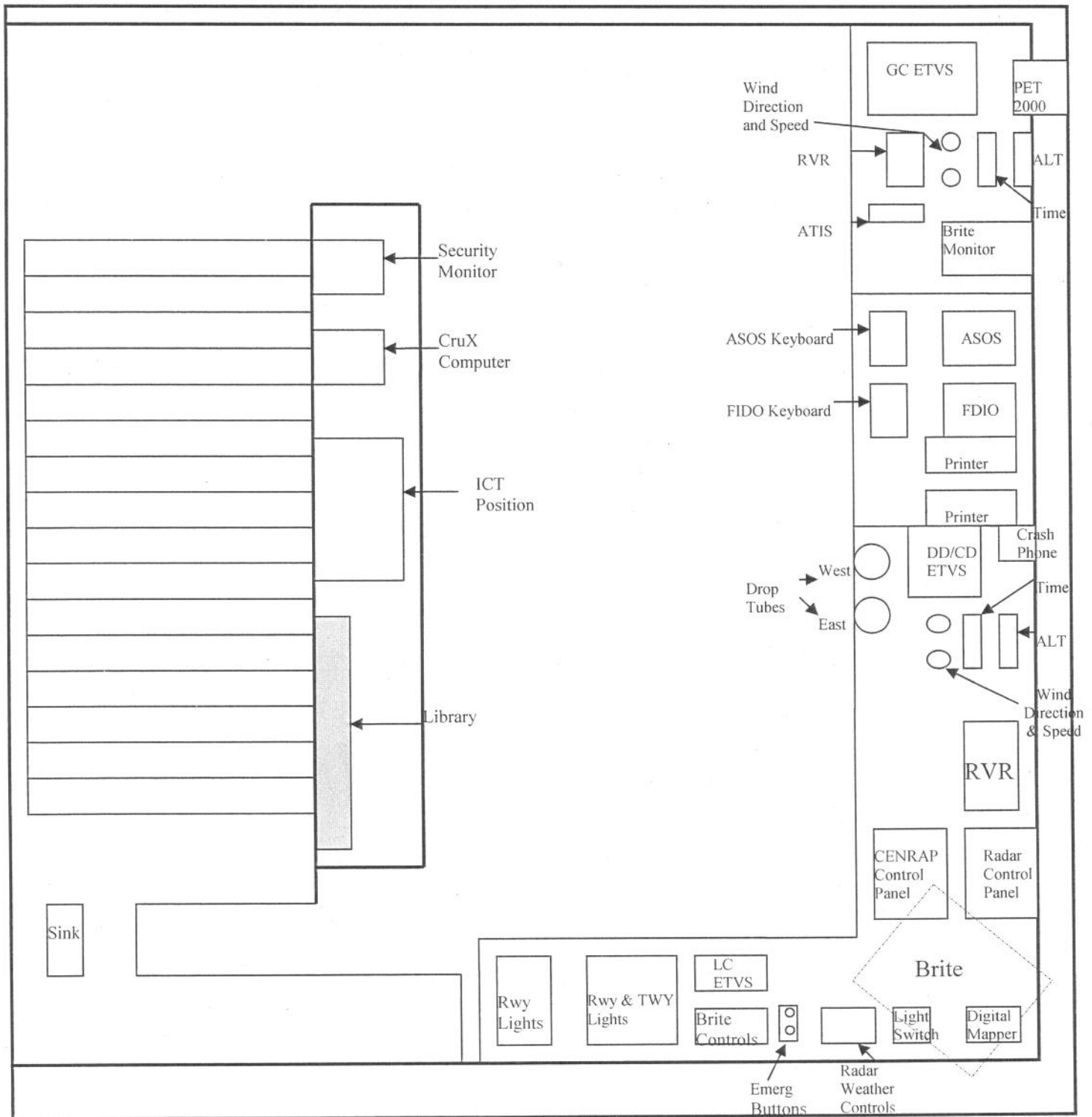
POSITION LOG

| Fac ID: CAK | | Log Date: 12/19/2008 | | | |
|-------------|----------|----------------------|------|--------------------|----------|
| Pos ID: CD | | Pos Type: CD | | | |
| TIME ON | Initials | TIME OFF | Code | Where Combined To: | |
| | | | | Pos ID | Pos Type |
| 0500 | | 1304 | | GC | GC |
| 1305 | CR | 1445 | C | | |
| 1446 | KT | 1549 | C | | |
| 1550 | CR | 1625 | C | | |
| 1626 | KT | 1702 | C | | |
| 1703 | MW | 1735 | C | | |
| 1736 | CR | 1816 | C | | |
| 1817 | KT | 1859 | C | | |
| 1900 | MW | 1943 | C | | |
| 1944 | CR | 2020 | C | | |
| 2021 | KT | 2204 | C | | |
| 2205 | MW | 2259 | C | | |
| 2300 | | 0459 | | GC | GC |
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CAK-ATCT-0101
N9299N

Section 8.
Facility Layout Chart

Akron-Canton ATCT Tower Layout Chart



CAK-ATCT-0101
N9299N

Section 9.
Flight Progress Strip

CAK-ATCT-0101

Akron-Canton ATCT

N9299N

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PIT 219/006

ACO 154/031

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CAK

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| G | | |
| wc | | R |

FAA Form 7230-8

CAK-ATCT-0101
N9299N

SECTION 10.
Transcriptions of Voice Recordings



Federal Aviation Administration

Memorandum

Date: January 15, 2009

To: Aircraft Accident File CAK-ATCT-0101

From: Akron-Canton Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N9299N
Uniontown, OH, December 19, 2008

This transcription covers the Akron-Canton Airport Traffic Control Tower (ATCT) LC LC position for the time period from December 19, 2008, 2231 UTC, to December 19, 2008, 2257 UTC.


Agencies Making Transmissions

Akron-Canton ATCT, Local Control
Piper Saratoga N9299N

Abbreviations

LC
N9299N

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N9299N.


(b)
Terry D. Parris
Support Specialist
Akron-Canton ATCT

2231

(2232-2235)

2236

2236:19 LC

november niner two niner niner november uh fly heading
of uh three four zero radar vectors i l s runway two
three final approach course

2236:25 N9299N

three four zero for nine nine november

2237

(2238-2241)

2242

2242:34 LC

november niner two niner niner november descend and
maintain three thousand two hundred

2242:38 N9299N

nine nine november out of six thousand for three
thousand two hundred uh any pireps of uh icing below six

2242:46 LC uh negative sir no reports of icing in the area advise
me if you encounter any

2242:50 N9299N nine nine november thank you
2243
(2244-2248)
2249

2249:42 LC november niner two niner niner november you're two miles
north east of eggii turn left heading two five zero
maintain three thousand two hundred till established on
the localizer cleared i l s runway two three approach

2249:52 N9299N two five zero cleared i l s uh two three approach nine
nine november

2249:57 LC roger
2250
2251

2251:04 LC november niner two niner niner november contact tower
one one eight point three

2251:08 N9299N niner niner november going to tower
2252
(2253-2256)
2257

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 19, 2009

To: Aircraft Accident File CAK-ATCT-0101

From: Akron-Canton Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N9299N
Uniontown, OH, December 19, 2008


This transcription covers the Akron-Canton Airport Traffic Control Tower (ATCT) GC GC position for the time period from December 19, 2008, 2246 UTC, to December 19, 2008, 2307 UTC.

Agencies Making Transmissions

Abbreviations

| | |
|------------------------------------------------|----------|
| Piper Saratoga N9299N | N9299N |
| Akron-Canton ATCT, Ground Control | GC |
| Airport Rescue and Fire Fighting, Lead Vehicle | ARFF |
| Airport Rescue and Fire Fighting, Rescue 10 | RESCUE10 |

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N9299N.


 (b)
 Terry L. Parris
 Support Specialist
 Akron-Canton ATCT

2246
 (2247-2250)
 2251

2251:16 N9299N akron canton tower saratoga nine two nine nine november with you on the i l s two three

2251:21 GC november nine two nine nine november akron canton tower cleared to land runway two three you appear to be to the left of the uh localizer

2251:28 N9299N nine nine november correcting

CAK-ATCT-0101
N9299N

Page 2 of 4

2251:30 GC roger
2252

2252:31 GC november nine nine november you're still well to the left of the localizer sir would you like to go back around for the approach

2252:37 N9299N nine nine november please repeat

2252:39 GC you're still well to the left of the localizer would you like to go back around for the approach

2252:46 N9299N uh nine nine november we'd like to correct

2252:49 GC roger---two *(mi) two and a half miles from the field cleared to land runway two three for november nine nine november

2252:56 N9299N all right nine nine november

2253:02 N9299N uh nine nine november uh can we uh do a three sixty and uh reestablish ourselves

2253:10 GC november nine nine november unable climb and maintain three thousand and what's your present heading

2253:16 N9299N nine nine november we're heading due north and climbing

2253:32 GC nine nine november no delay in the climb climb and maintain three thousand

2253:47 GC november nine two nine nine november did you copy

2253:50 N9299N nine nine november uh declaring an emergency oh (b)

2253:57 GC november nine nine november maintain altitude the airport is two miles west of you

2254
2255
2255:30 ARFF ground arff lead

2255:34 GC arff lead ground the uh i believe the aircraft is uh has went down two miles east of the airport

CAK-ATCT-0101
N9299N

Page 3 of 4

2255:42 ARFF roger thanks

2255:58 GC arff lead it's a p a thirty two unknown fuel *(unknew pe)
2256 unknown people on board

2256:13 GC arff lead did you copy

2256:44 RESCUE10 akron canton ground control rescue ten

2256:46 GC rescue ten ground

2256:48 RESCUE10 c f r uh what runway is he landing

2256:52 GC he was supposed to land runway two three sir i believe
he's two miles east of the airport right now

2257:00 RESCUE10 roger that can i set up on echo

2257:02 GC rescue ten proceed as requested

2257:05 RESCUE10 roger ten

2257:09 ARFF ground arff lead

2257:11 GC arff lead ground

2257:12 ARFF uh what type of aircraft

2257:14 GC p a thirty two *(unkn) unknown fuel unknown souls on board
2258
(2259-2300)
2301

2301:20 RESCUE10 akron canton ground control rescue ten

2301:22 GC rescue ten ground

2301:24 RESCUE10 i'd like clearance back to the c f r building

2301:27 RESCUE10 rescue ten proceed to c f r
2302

CAK-ATCT-0101
N9299N

Page 4 of 4

(2303-2306)
2307

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.

CAK-ATCT-0101
N9299N

Section 11.
FAA Form 8020-3, Facility Accident/Incident Notification Record



Federal Aviation Administration

Memorandum

Date: January 20, 2009

To: Accident Package CAK-ATCT-0101


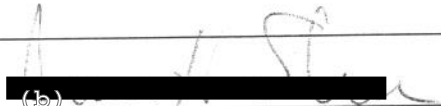
From: ^{DD}DeeAnn Dehne
Manager, Akron-Canton Airport Traffic Control Tower

Subject: FAA Form 8020-3, Facility Accident/Incident Notification Record
Aircraft Accident, N9299N
Uniontown, OH, December 19, 2008

The Front Line Manager (FLM) on duty the night of the accident made all required notifications, however, did not complete FAA Form 8020-3 as required. Proper forms were available to the FLM the night of the accident. The FLM has been briefed on the requirement to complete FAA Form 8020-3 for all accidents and has been shown the exact location of the forms in the tower.

CAK-ATCT-0101
N9299N

SECTION 12.
FAA Form 8020-26, Personnel Statements

| | | | |
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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT | | 1. NAME OF REPORTING FACILITY: Akron-Canton ATCT | 2. REPORT NUMBER: CAK-ATCT-0101 |
| | | 3. AIRCRAFT IDENTIFICATION AND TYPE: N9299N, P32R | |
| 4. LOCATION OF ACCIDENT/INCIDENT: Uniontown, OH | 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): December 19, 2008, 2251 UTC | 6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| 7. NAME (OPERATING INITIALS): James H Shearer (QX) | 8. TITLE: ATCS | 9. POSITION AND TIME (UTC): LC LC 2211-0128 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> | | | |
| 11. TEXT OF STATEMENT: | | <input type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> SUPPLEMENTAL | |
| 12. SIGNATURE OF WITNESS:  | | 13. DATE OF SIGNATURE: 1/16/09 | |

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY: CAK ATIS/CAK ATIS-101
 2. REPORT NUMBER:
 3. AIRCRAFT IDENTIFICATION AND TYPE: N9299N PA32

4. LOCATION OF ACCIDENT/INCIDENT: 2 NE CAK 9th
 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 12/19/08 2251Z
 6. EQUIPMENT ATTACHMENT: YES NO

7. NAME (OPERATING INITIALS): (QX) JAMES H SHERER
 8. TITLE: CAK ATIS
 9. POSITION AND TIME (UTC): LCI ATIS DR 12/19/08 2251Z

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: ORIGINAL SUPPLEMENTAL

I ACCEPTED THE HAND OFF ON N9299N FROM PIT APCN AND VECTORED THE A/C FOR AN ILS 23 APCN TO CAK. WHEN I DESCENDED THE A/C TO 32 HE REQUESTED ICG REPORTS. I ADVISED HIM THAT I HAD NONE BUT REQUESTED HE ADVISE ME IF HE ENCOUNTERED ANY. I TURNED THE A/C ON FINAL AND CHANGED HIS FREQUENCY TO TWR. WHEN THE A/C WAS INSIDE THE FINAL APCN FIX, LOCAL ASKED ME TO SPOOL THE RADAR IN TO GET A CLOSER LOOK AT 99N'S POSITION. THE LC THEN ADVISED THE A/C OF HIS POSITION LEFT OF COURSE. HE THEN TOOK (OVER)

12. SIGNATURE OF WITNESS: [Signature]
 13. DATE OF SIGNATURE: 12/19/08

CAK-ATCT-0101
N9299N

ACTION TO CORRECT THE A/C EVEN
THOUGH THE A/C WANTED TO CORRECT
AND CONTINUE. LAST CONTACT 2 NE
OF CAK A/C DECLARED AN EMERGENCY.
I RESERVE THE RIGHT TO CHANGE
MY STATEMENT IF ADDITIONAL INFORMATION
BECOMES AVAILABLE.



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY:
Akron-Canton ATCT

2. REPORT NUMBER:
CAK-ATCT-0101

3. AIRCRAFT IDENTIFICATION AND TYPE:
N9299N, P32R

4. LOCATION OF ACCIDENT/INCIDENT:
Uniontown, OH

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
December 19, 2008, 2251 UTC

6. EQUIPMENT ATTACHMENT:
 YES NO

7. NAME (OPERATING INITIALS):
Richard K Varner (RV)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
GC GC 2224-2308 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 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.


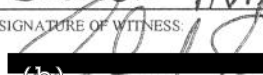
ORIGINAL SUPPLEMENTAL

11. TEXT OF STATEMENT:

12. SIGNATURE OF WITNESS

13. DATE OF SIGNATURE:

1/15/09

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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT | | 1. NAME OF REPORTING FACILITY: CAK ATCT | 2. REPORT NUMBER: CAK-ATCT-101 |
| | | 3. AIRCRAFT IDENTIFICATION AND TYPE: N9299N PA32 | |
| 4. LOCATION OF ACCIDENT/INCIDENT: UNIONTOWN 2 MI EAST CAK RV ON | 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 12/19/08 ~ 2250⁰⁰Z 2251Z | | 6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| 7. NAME (OPERATING INITIALS): RICHARD VARNER (RV) | 8. TITLE: ATCS | | 9. POSITION AND TIME (UTC): GC 2224Z - 2308Z |
| 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: <p style="text-align: right;"> <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL </p> <p> I WAS WORKING GC ^{RV} FOR THE WHEN N9299N CHECKED ON FREQ. I CLEARED HIM TO LAND AND INFORMED HIM THAT HE APPEARED TO BE TO THE LEFT OF THE LOC. HE SAID HE WAS CORRECTING. INSIDE THE MARKER I AGAIN TOLD HIM HE WAS WELL LEFT OF THE LOCALIZER & WOULD HE LIKE TO BACK AROUND FOR THE APPROACH. HE SAID HE WAS CORRECTING. NEXT, HE CALLED AND SAID HE WOULD LIKE TO MAKE A 360. I TOLD HIM BY UNABLE, CLIMB & MAINTAIN 3000 & ASKED HIS PRESENT HEADING. HE RESPONDED HE WAS DUE NORTH & CLIMBING. A FEW SECONDS LATER AFTER OBSERVING HIS ALTITUDE, I TOLD HIM NO DELAY IN CLIMBING TO 3000. AFTER NO RESPONSE I ASKED IF HE COPIED. HE RESPONDED "99N DECLARING AN EMERGENCY OH... GOD" NO FURTHER TRANSMISSIONS. AND TARGET DISAPPEARED FROM RADAR. IF FURTHER INFORMATION BECOMES AVAILABLE, I RESERVE THE RIGHT TO CHANGE MY STATEMENT. </p> | | | |
| 12. SIGNATURE OF WITNESS:  | | 13. DATE OF SIGNATURE: 12/19/08 | |



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY:
Akron-Canton ATCT

2. REPORT NUMBER:
CAK-ATCT-0101

3. AIRCRAFT IDENTIFICATION AND TYPE:
N9299N, P32R

4. LOCATION OF ACCIDENT/INCIDENT:
Uniontown, OH

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
December 19, 2008, 2251 UTC

6. EQUIPMENT ATTACHMENT:
 YES NO

7. NAME (OPERATING INITIALS):
Maria A McMahon (MW)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
CD CD 2205-2259 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 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.



11. TEXT OF STATEMENT:

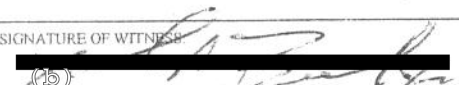
ORIGINAL SUPPLEMENTAL

12. SIGNATURE OF WITNESS:


13. DATE OF SIGNATURE:
1/15/09

| | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT | | 1. NAME OF REPORTING FACILITY: CAK ATCT | 2. REPORT NUMBER: CAK-ATCT-101 |
| | | 3. AIRCRAFT IDENTIFICATION AND TYPE: N9299N PA32 | |
| 4. LOCATION OF ACCIDENT/INCIDENT: Uniontown, OHIO | | 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 12/19/08 2251Z | 6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| 7. NAME (OPERATING INITIALS): mmv | 8. TITLE: ^{mm} Developmental ATCS | 9. POSITION AND TIME (UTC): mmv GC/CD 2205-2259 | |
| 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. | | | |
| 11. TEXT OF STATEMENT: <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <p> While working GC/CD I heard RV ask QX to span the radar in closer. This brought my attention to the radar screen. RV than told N9299N that he was left of course. RV said again that he was left of course and asked N9299N if he wanted to go around and re-shoot the approach. John Beresh was also looking at the radar screen & asked what was going on. RV filled him in on the information quickly. John said climb him to 3,000. John Beresh then pushed the HSI on the ICT ETVS position. A few seconds later N9299N declared his emergency. RV called the aircraft again and there was no response. I reserve the right to change my statement if additional information becomes available. </p> | | | |
| 12. SIGNATURE OF WITNESS: mmv | | 13. DATE OF SIGNATURE: 12/19/08 | |

| | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|------------------------------------|
|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT | | 1. NAME OF REPORTING FACILITY: Akron-Canton ATCT | 2. REPORT NUMBER: CAK-ATCT-0101 |
| | | 3. AIRCRAFT IDENTIFICATION AND TYPE: N9299N, P32R | |
| 4. LOCATION OF ACCIDENT/INCIDENT: Uniontown, OH | 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): December 19, 2008, 2251 UTC | 6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| 7. NAME (OPERATING INITIALS): John A Beresh Jr (BH) | 8. TITLE: SATCS | 9. POSITION AND TIME (UTC): N/A 0000-0000 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 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.</p> | | | |
| 11. TEXT OF STATEMENT: | | <input type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> SUPPLEMENTAL | |
| 12. SIGNATURE OF WITNESS:  | | 13. DATE OF SIGNATURE: 11/15/2009 | |

| | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------|-----------------------------------|
| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT | | 1. NAME OF REPORTING FACILITY: CAK ATCT | 2. REPORT NUMBER: CAK-ATCT-101 |
| | | 3. AIRCRAFT IDENTIFICATION AND TYPE: N9299N PA32 | |
| 4. LOCATION OF ACCIDENT/INCIDENT: CAK 07000 ^{PH¹² on 10 tower} | 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 12/14/2008 12253Z | 6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| 7. NAME (OPERATING INITIALS): JOHN A. BRESCH JR (BIT) | 8. TITLE: SATCS | 9. POSITION AND TIME (UTC): NOT SIGNED ON Position | |
| 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: <p style="text-align: right;"> <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL </p> <p> I HAD JUST WALKED UP TO THE TOWER. The Controller WORKING RADAR ADVISED ME THAT Aircraft WERE MISSING AT AKR 7 MILES N-NW OF CAK. The Controller WORKING LOCAL ASKED THE RADAR CONTROLLER TO CHANGE THE RANGE SO HE COULD CHECK AN Aircraft's Position. LOCAL Controller THEN ADVISED ME THAT N9299N WANTED TO DO A 360° TURN TO REJOIN THE FINAL. I OBSERVED THE Aircraft LEFT OF THE FINAL IN A LEFT TURN ALTITUDE 2800 NEXT HIT 2600. I TOLD LOCAL Controller "Get Him out of There He's Descending AWAY FROM THE AIRPORT CLIMB HIM TO 3000 AND RE SEQUENCE HIM" THE LOCAL Controller COMPLIED. I TURNED TO BRING UP THE LOCAL Frequencies ON THE ICT ETUS. I GOT THE Frequency UP JUST AS N9299N DECLARED AN EMERGENCY KEPT THE Radio Keyed STATED "OH GOD" THEN Radio went SILENT. N9299N TAG ON THE D-BRITE WAS IN COAST. I IMMEDIATELY INITIATED ACTION TO ATTEMPT TO LOCATE THE Aircraft. </p> | | | |
| 12. SIGNATURE OF WITNESS:  | | 13. DATE OF SIGNATURE: 12/14/2008 | |

CAK-ATCT-0101
N9299N

Section 13.
Weather Products

CAK-ATCT-0101
N9299N

12/19/2008 14:32 EDIT-ENTRY - KCAK 191932Z 26018G25KT 10SM OVC012 07/05 A2958 RM
K A02 P0001 (NGM)

ASOS OID Printout follows:

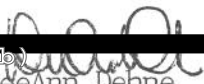
18:44:07 12/19/08 2344Z

AKRON-CANTON REGIONAL ARPT

12/19/08 16:12:30 NGM LOGGED OFF AS OBSERVER FROM OID#2
12/19/08 16:23:26 RG LOGGED ON AS OBSERVER FROM OID#2
12/19/08 16:50:21 SPECI KCAK 192149Z 30015KT 10SM SCT007 BKN011 OVC014
02/00 A2972 RMK A02 PK WND 30032/2117 FIBI (RG)
12/19/08 16:52:52 METAR KCAK 192151Z 30017KT 10SM SCT007 BKN011 OVC014
02/00 A2972 RMK A02 PK WND 30032/2117 SLP075 T00220000 (RG)
12/19/08 17:37:07 SPECI KCAK 192235Z 28009KT 10SM BKN007 OVC014 01/M01
A2977 RMK A02 (RG)
12/19/08 17:52:51 METAR KCAK 192251Z 30011KT 9SM BKN005 OVC010 01/M01
A2978 RMK A02 SLP095 T00111006 (RG)
12/19/08 18:10:49 SPECI KCAK 192309Z 30010KT 2 1/2SM BR OVC004 01/M01
A2980 RMK A02 (RG)
12/19/08 18:16:50 SPECI KCAK 192315Z 29011KT 1 1/2SM BR OVC004 01/M01
A2981 RMK A02 PRESRR (RG)

REVIEW OBSERVATION

I certify that this is a true copy of the original which was available to the controller.


(1)
DeeAnn Dehne
Air Traffic Manager
Akron-Canton ATCT

