

**NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety
Washington, DC 20594**

June 3, 2009

ATC GROUP CHAIRMAN'S FACTUAL REPORT

CEN09FA099

A. AIRCRAFT ACCIDENT

Location: North Canton, Ohio

Date: December 19, 2008

Time: 1754 Eastern Standard Time / 2254 Coordinated Universal Time

Aircraft: N9299N, Piper PA32R-301T

B. AIR TRAFFIC CONTROL INVESTIGATOR

Mr. Scott J. Dunham
National Transportation Safety Board
Washington, D.C.

C. SUMMARY

On December 19, 2008, about 1753, a Piper PA-32R-301T, N9299N, received substantial damage on impact with terrain during a precision approach to runway 23. A post crash fire then ensued. The airplane impacted the front lawn of a vacant house about two miles east-northeast from Akron-Canton Regional Airport (CAK), Akron, Ohio. Night instrument meteorological conditions prevailed at the time of the accident. The pilot was fatally injured and there were no ground injuries.

The flight departed from College Park Airport (CGS) College Park, Maryland, about 1531 and was returning to CAK at the time of the accident. The pilot held a private pilot certificate with single-engine land and instrument airplane ratings. The pilot reported a total flight time of 510 hours at the issuance of his last medical certificate dated October 19, 2007. The CAK weather observations for the following times were:

At 1735: wind - 280 degrees at 9 knots; visibility - 10 statute miles; sky condition - broken 700 feet above ground level (agl), overcast 1,400 feet agl; temperature 1 degree Celsius (C); dew point - -1 degree C; altimeter 29.77 inches of mercury. At 1751: wind - 300 degrees at 11 knots; visibility - 9 statute miles; sky condition - broken 500 feet agl, overcast 1,000 feet agl; temperature 1 degree C; dew point - -1 degree C; altimeter 29.78 inches of mercury 1809: wind - 300 degrees at 10 knots; visibility 2 1/2 miles, mist; sky

condition - overcast 400 feet agl, overcast 1,000 feet agl; temperature 1 degree C; dew point - -1 degree C; altimeter 29.78 inches of mercury

D. DETAILS OF THE INVESTIGATION

The air traffic control aspects of this accident were investigated via information collected from the Federal Aviation Administration (FAA) and a review of recorded radio and radar data. There was no on-scene air traffic control investigation.

1. History of Flight

According to FAA event summaries, N9299N departed from the College Park, Maryland, airport about 1531 and was in contact with Potomac Terminal Radar Approach Control (TRACON) for the initial part of the flight. N9299N was subsequently handled by Washington Air Route Traffic Control Center (ARTCC), Cleveland ARTCC, and Pittsburgh TRACON before being handed off to Akron-Canton TRACON. The flight appeared to be uneventful, except that at 1642, in response to a Cleveland ARTCC request for flight conditions, the pilot reported encountering "moderate chop."

The pilot contacted the Akron-Canton approach controller at 1727, reporting level at 6000 feet with automatic terminal information service (ATIS) "Alpha". The controller advised the pilot to expect the ILS approach to runway 23 and issued the Akron altimeter, 29.76. At 1736, the controller instructed the pilot to fly heading 340 for radar vectors to the ILS 23 final approach course. The pilot acknowledged. At 1742, the controller instructed the pilot to descend and maintain 3200 feet. The pilot acknowledged the clearance, and asked if there were any pilot reports of icing below 6000 feet in the area. The controller responded that there were no reports of icing, but asked the pilot to advise if he encountered any. At 1749, the controller cleared the pilot for the ILS approach, instructed him to fly heading 250 to intercept the localizer, and to maintain 3200 feet until established. The pilot correctly read back the clearance. At 1751 pilot was told to contact Akron-Canton tower on 118.3.

The pilot contacted the tower at 1751, and was cleared to land on runway 23. The controller also advised the pilot that he was left of the localizer, and the pilot responded that he was correcting. At 1752:31, the tower controller transmitted, "... you're still well to the left of the localizer, sir. Would you like to go back around for the approach?" The pilot replied, "...nine nine november we'd like to correct." The tower controller responded, "roger... two and a half miles from the field cleared to land runway 23 for november nine nine november." The pilot acknowledged. At 1753:02, the pilot of N9299N transmitted, "... uh can we do a 360 and uh reestablish ourselves?" The controller responded that he was unable to approve the request, and instructed the pilot to climb and maintain 3000 feet. The controller asked the pilot for his present heading, and the pilot responded that he was heading "due north and climbing." The controller replied, "... no delay in the climb, climb and maintain 3000." The pilot did not respond. At 1753:47, the controller transmitted, "november 9299 november did you copy?" At 1753:50, the pilot transmitted, "nine nine november declaring an emergency oh

[expletive]." The controller responded, "November nine nine november maintain altitude the airport is two miles west of you." The pilot did not respond. There was no further contact with the aircraft.

At 1755:30, the airport rescue and firefighting (ARFF) lead contacted the tower via radio and was advised by the controller that the aircraft had gone down two miles east of the airport. The controller also advised the ARFF lead that the aircraft was a PA32 with unknown fuel and unknown people on board. The ARFF units remained on standby at the airport until 1801, when they requested to return to the station. The emergency response was handled by non-airport fire departments.

2. Radar Data

Radar data for this accident was obtained from the Akron-Canton ASR-11, located at N40-55-00.63 / W081-27-09.76. Figure 1 shows an overview of the ILS approach with the tracks of FLX900, the aircraft that preceded N9299N on the approach, and ASQ5222, the next aircraft to fly the approach after the accident. Figure 2 shows the track of N9299N along with five other arrival flights both before and after the accident. Figure 3 is a profile view of the flight paths of FLX900, N9299N, and ASQ5222. N9299N was above the glidepath of the other two aircraft throughout the approach.

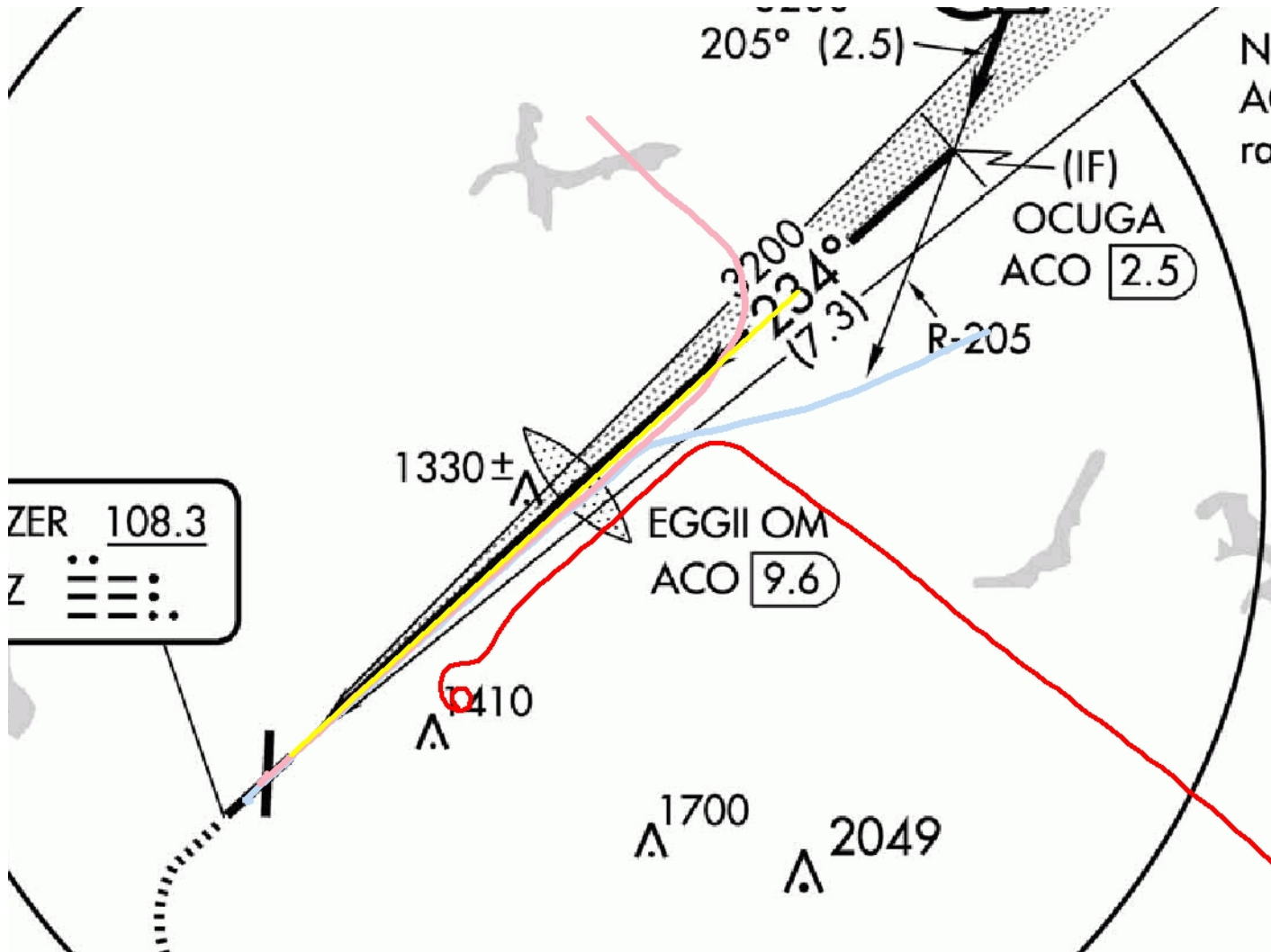


Figure 1 – ILS 23 plan view: FLX900 (pink), N9299N (red), and ASQ5222 (blue)

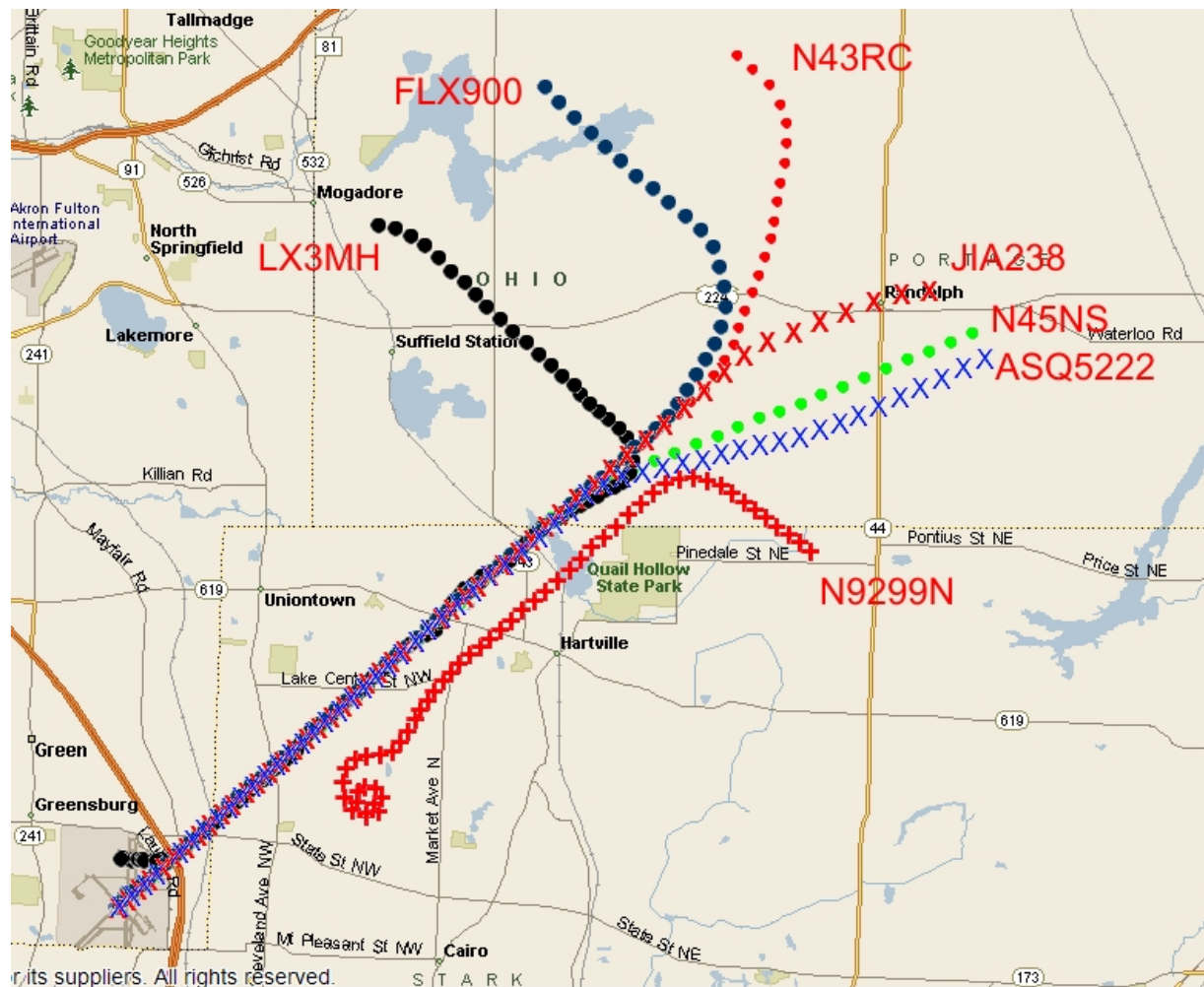


Figure 2 – N9299N track with preceding and trailing ILS arrival flights.

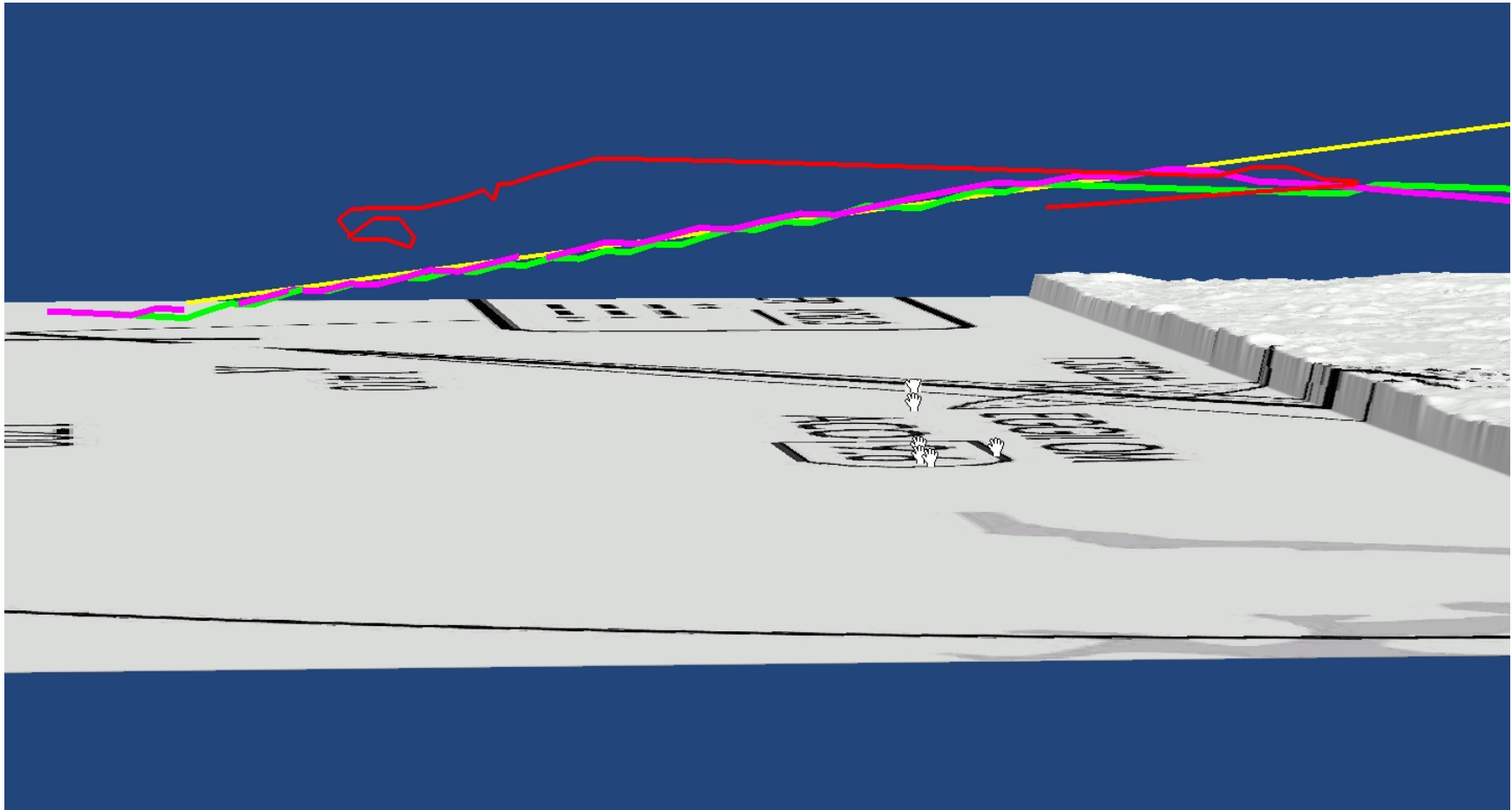


Figure 3 – Profile view of N9299N ILS 23 approach. ILS glideslope is yellow, N9299N is red, ASQ5222 and FLX900 are pink and green.

3. Controller Statements

Written controller statements were provided after the accident and are attached to this report.

Scott Dunham
ATC Investigator
AS-30

**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):
James H Shearer (QX)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
LC LC 2211-0128 UTC

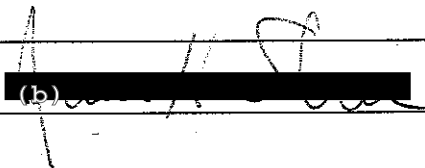
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL 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:

ORIGINAL SUPPLEMENTAL

DRAFT

12. SIGNATURE OF WITNESS:


(b) [REDACTED]

13. DATE OF SIGNATURE:

1/16/09

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

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

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

7. NAME (OPERATING INITIALS): JAMES H SNEAGER 8. TITLE: CPT ATIS 9. POSITION AND TIME (UTC): LC/DR/1500Z-1530Z

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

2008-12-20 01:21

ACTION TO CORRECT THE N/C EVEN

THOUGH THE A/C WANTED TO CORRECT
AND CONTINUE. LAST CONTACT 2 NE
OF CAIC A/C DELAYED 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.


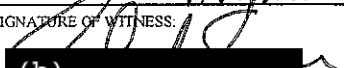
11. TEXT OF STATEMENT:


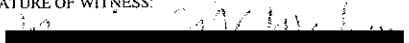
ORIGINAL SUPPLEMENTAL

DRAFT

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		1. NAME OF REPORTING FACILITY: CAK ATCT	2. REPORT NUMBER: CAK-ATCT-101
PERSONNEL STATEMENT		3. AIRCRAFT IDENTIFICATION AND TYPE: N9299N PA32	
		6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
4. LOCATION OF ACCIDENT/INCIDENT: UNIONTOWN 2 MI EAST CAK, OH	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 12/19/08 2250⁰⁰Z		9. POSITION AND TIME (UTC): GC 2224Z - 2308Z
7. NAME (OPERATING INITIALS): RICHARD VARNER (RV)	8. TITLE: ATCS		
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: <div style="text-align: right;"> <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL </div> <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: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Maria A McMahon (MW)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): CD CD 2205-2259 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: 1/15/09	

DRAFT

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 mmz NE CAK OHIO	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 12/19/08 2251Z	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
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7. NAME (OPERATING INITIALS): mmz JAW	8. TITLE: Developmental ATCS	9. POSITION AND TIME (UTC): mmz GC/CD 2205-2259z
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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.


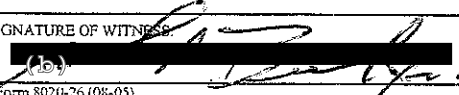
11. TEXT OF STATEMENT: ORIGINAL SUPPLEMENTAL

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 HSLs 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

12. SIGNATURE OF WITNESS: mmz JAW	13. DATE OF SIGNATURE: 12/19/08
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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): 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	

DRAFT

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		1. NAME OF REPORTING FACILITY: CAK ATCT	2. REPORT NUMBER: CAK-ATCT-101
PERSONNEL STATEMENT		3. AIRCRAFT IDENTIFICATION AND TYPE: N9299N PA32	
4. LOCATION OF ACCIDENT/INCIDENT: AKK 070 002 <i>AKK 070 002</i>	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. BERESH 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 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> I HAD JUST WALKED UP TO THE TOWER. The Controller WORKING RADAR ADVISED ME THAT AIRCRAFT WERE MISSING AT AKK 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 2800. 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	