

Docket No. SA-533

Exhibit No. 3-C

**NATIONAL TRANSPORTATION SAFETY BOARD**

**WASHINGTON, D.C.**

**FEDERAL AVIATION ADMINISTRATION  
LUBBOCK TOWER AIRCRAFT ACCIDENT PACKAGE**

(78 Pages)

**AIRCRAFT ACCIDENT PACKAGE**

**LBB-ATCT-0386**

**CFS8284, AT43**

**January 27, 2009, 1037 UTC**

**Destroy: July 27, 2011 UTC**

LBB-ATCT-0386  
CFS8284

SECTION 1.  
Table of Contents

**LBB-ATCT-0386**  
**CFS8284**

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LBB-ATCT-0386  
CFS8284

SECTION 2.  
Certification



# Federal Aviation Administration

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## Memorandum

Date: March 11, 2009

To: Carol Might, Director, System Operations Litigation

From: (b) Eric S. Plura, Acting Manager, Safety Assurance Group,  
Central Service Center

Subject: **INFORMATION:** Certification Statement  
Aircraft Accident, CFS8284  
Lubbock, TX., January 27, 2009

---

I hereby certify that Air Traffic Aircraft Accident Package, LBB-ATCT-0386, has been reviewed, and it is complete and accurate.



# Federal Aviation Administration

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## Memorandum

Date: February 02, 2009

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

From: (b) (5) David M. Uptain  
Acting Manager, Lubbock Airport Traffic Control Tower

Subject: **INFORMATION**: Certification Statement  
Aircraft Accident, CFS8284  
Lubbock, TX, January 27, 2009

---

I hereby certify that Air Traffic Aircraft Accident Package, LBB-ATCT-0386, has been reviewed, and it is complete and accurate.

LBB-ATCT-0386  
CFS8284

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  
January 28, 2009

REPORT NO  
LBB-ATCT-0386

# REPORT OF AIRCRAFT ACCIDENT

NAME OF REPORTING FACILITY  
Lubbock ATCT (LBB)

1. AIRCRAFT IDENTIFICATION AND TYPE CFS8284, AT43	2. DATE/TIME OF ACCIDENT (GMT) January 27, 2009; 1037 UTC	3. LOCATION OF ACCIDENT Lubbock, TX, Approach end of Runway 17R
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4. NATURE OF ACCIDENT Crashed on final approach	5. TYPE OF FLIGHT Business - IFR Flight Plan
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6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY
		Rodney Holberton	Pilot	Portland, OR		X
	Heather Cornell	Co-Pilot	Fife, WA	X		

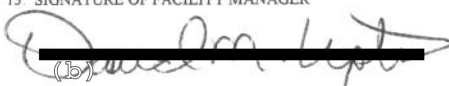
7. PASSENGER DATA (If available, list names, addresses, extent of injuries and other information on continuation sheet.)	NUMBER ABOARD AIRCRAFT 0	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 0
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8. AIRCRAFT DAMAGE Destroyed	9. PROPERTY DAMAGE Unknown
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10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS  
Normal

11. WEATHER DATA	CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT Lubbock SPECI - 0408 CST: wind zero two zero at one three, gusts one nine knots, visibility two statute miles, light freezing drizzle, mist, ceiling five hundred overcast, temperature minus eight, dew point minus nine, altimeter three zero one two	
	REPORT JUST PRIOR TO ACCIDENT Lubbock SPECI - 0408 CST: wind zero two zero at one three, gusts one nine knots, visibility two statute miles, light freezing drizzle, mist, ceiling five hundred overcast, temperature minus eight, dew point minus nine, altimeter three zero one two	DATE/TIME 1/27/2009 1008 UTC
	FIRST REPORT SUBSEQUENT TO ACCIDENT Lubbock METAR - 0453 CST: wind zero two zero at one one, gusts one eight knots, visibility two statute miles, light freezing drizzle, mist, ceiling five hundred overcast, temperature minus eight, dew point minus nine, altimeter three zero one three	DATE/TIME 1/27/2009 1053 UTC

12. ATIS PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS
	Timothy L. Presley *(TX)	LBB ATCT	TR DR	X
Ann E. Caldwell (AT)	LBB ATCT	LC LC	X	
*Operating Initials				

13. SIGNATURE OF FACILITY MANAGER  
  
 David M. Uptain

REPORT OF AIRCRAFT ACCIDENT  
(Continuation Sheet)

NAME OF REPORTING FACILITY  
Alliance (AFW) ATCT, Fort Worth, TX

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 27, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 0833 The pilot of CFS8284 called AFW Clearance Delivery and requested and received an IFR clearance to LBB.
- 0915 The pilot of CFS8284 called AFW Ground Control and requested and received instructions to taxi to the active runway for takeoff.
- 0918 The pilot of CFS8284 called AFW Local Control and requested and received a takeoff clearance.
- 0920 The pilot of CFS8284 was instructed by AFW Local Control to contact Regional Departure.

No more follows



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

REPORT DATE

February 6, 2009

REPORT NO.

LBB-ATCT-0386

NAME OF REPORTING FACILITY

Dallas Ft. Worth (D10) TRACON

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 27, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

0920 CFS8284 departed Fort Worth Alliance (AFW) airport IFR on the Worth Five Standard Instrument Departure.


0921 CFS8284 contacted the Arrival RADAR 1 Controller (AR1). AR1 instructed CFS8284 to maintain one seven thousand feet. The pilot of CFS8284 acknowledged the one seven thousand foot altitude clearance.

0925 AR1 instructed CFS8284 to contact Fort Worth ARTCC (ZFW).

0925 CFS8284 contacted ZFW.

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No More Follows

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE February 03, 2009	REPORT NO. LBB-ATCT-0386
	NAME OF REPORTING FACILITY Fort Worth ARTCC (ZFW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 27, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

0924 The Woven High altitude sector combined radar controller (R94) broadcasted Convective SIGMET 3C to all aircraft.

0925 CFS8284 checked on the R94 frequency climbing to one seven thousand. R94 acknowledged the pilot and issued a climb clearance to flight level one eight zero. CFS8284 acknowledged the clearance and requested direct to Lubbock. R94 instructed CFS8284 to expect direct Lubbock in about a minute and a half. CFS8284 acknowledged the information.

0929 R94 cleared CFS8284 direct to the Lubbock airport. CFS8284 acknowledged the clearance.

0945 R94 issued CFS8284 a frequency change to 133.5. The pilot acknowledged the frequency change. CFS8284 checked on the Oklahoma City High altitude sector combined frequency at flight level one eight zero. The Oklahoma City High altitude sector combined radar controller (R49) acknowledged the pilot.

1000 A relief briefing was completed on the Oklahoma City High altitude radar position.

1002 CFS8284 requested one four thousand. R49 issued CFS8284 a descent clearance to one four thousand. The pilot acknowledged the clearance. R49 issued CFS8284 the Abilene altimeter. The pilot acknowledged the altimeter.


1003 CFS8284 reported moderate rime icing at flight level one eight zero. R49 requested the air temperature and when the icing ends. CFS8284 stated the air temperature was minus fifteen and icing began at flight level one eight zero. CFS8284 stated he will advise when exiting icing conditions at lower attitude. R49 acknowledged CFS8284.

1005 R49 issued CFS8284 information on radar displayed precipitation. CFS8284 acknowledged the information.

1006 R49 initiated a handoff to the Lubbock Low altitude sector combined radar controller (R64). During landline coordination, R49 forwarded the pilot reported icing information to R64.

1007 R49 asked CFS8284 if still encountering moderate icing conditions. CFS8284 stated the icing conditions had stopped building and that most of the ice had been shed.

1008 R49 instructed CFS8284 to let the next controller know rime icing conditions have terminated and issued a frequency change of 132.6. The pilot acknowledged the frequency change and stated the air temperature was minus seven. R49 acknowledged CFS8284. CFS8284 checked on the Lubbock Low altitude sector combined (R64) frequency at one four thousand. The pilot stated he was no longer encountering icing conditions. R64 acknowledged and asked the pilot when

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE February 03, 2009	REPORT NO. LBB-ATCT-0386
	NAME OF REPORTING FACILITY Fort Worth ARTCC (ZFW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

he exited the icing conditions. CFS8284 stated shortly after beginning descent around sixteen thousand feet. R49 issued CFS8284 a pilot discretion descent clearance to eight thousand feet then issued the Lubbock altimeter. The pilot acknowledged the clearance.

1010 CFS8284 requested the type of approach expected at Lubbock. R64 instructed the pilot to standby.

1011 R64 called Lubbock Approach and requested the active approaches at Lubbock. The Lubbock Approach controller stated that all approaches except back course were useable. The Lubbock Approach controller also stated that winds were out of the north, ceilings were five hundred overcast, and that runways eight and two six were closed. R64 acknowledged the information.

1014 R64 relayed information to CFS8284. The pilot questioned the runway closure. R64 confirmed that runways eight and two six were closed per controller at Lubbock Approach. The pilot stated that runway three five left was his only option. R64 acknowledged the pilot.


1018 CFS8284 reported leaving one four thousand for eight thousand. R64 acknowledged the pilot.

1021 R64 called Lubbock Approach with a verbal handoff on CFS8284.

1022 R64 issued a frequency change of 119.2 to CFS8284. The pilot acknowledged the frequency change to Lubbock Approach.

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No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE March 04, 2009	REPORT NO LBB-ATCT-0386
	NAME OF REPORTING FACILITY Lubbock ATCT (LBB)	
14 CHRONOLOGICAL SUMMARY OF FLIGHT		
January 27, 2009		
ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED		
1022 CFS8284 was handed off from Fort Worth ARTCC to Lubbock Approach.		
1023 CFS8284 calls Lubbock Approach and is instructed to descend to 6,000 feet. Lubbock Approach issues the current weather, advises that braking action advisories are in effect and that runway 8/26 is closed. The pilot of CFS8284 requests runway 17R and is told to expect the ILS approach.		
1024 CFS8284 is issued the braking action readings for runway 35L and is vectored for the ILS approach to runway 17R.		
1030 CFS8284 is instructed to descend to 5,000 feet MSL.		
1032 CFS8284 is issued information about a wind shift between 6,000 and 5,000 feet. The pilot informs Lubbock Approach that the temperature dropped 8 degrees between the two altitudes also.		
1034 CFS8284 is cleared for the ILS approach to runway 17R and instructed to contact Lubbock Tower.		
1035 CFS8284 calls Lubbock Tower and is cleared to land. Local Control issues a wind check to the pilot.		
1036 Local Control issues another wind check.		
1037 CFS8284 crashes on short final to runway 17R.		
No More Follows		

LBB-ATCT-0386  
CFS8284

SECTION 4.  
Normal Service Statements and Certified Indexes



## Federal Aviation Administration

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# Memorandum

Date: March 11, 2009

To: Lubbock Airport Traffic Control Tower

From:  Edward De La Cruz  
Fort Worth Alliance Airport Traffic Control Tower

Subject: **INFORMATION**: Normal Service Statement  
Aircraft Accident, CFS8284  
Lubbock, TX., January 27, 2009

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

Attachments



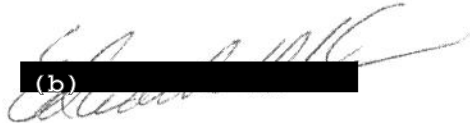
LBB-ATCT-0386  
CFS8284

CERTIFIED INDEX

February 20, 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 Log (Electronic ART - Sign On Log)  
Personnel Statements  
Flight Progress Strip  
Original Voice Recording  
Certified Cassette Re-recording



(b)

Edward De La Cruz  
Manager, Fort Worth, Alliance ATCT



# Federal Aviation Administration

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## Memorandum

Date: February 5, 2009

To: Lubbock Airport Traffic Control Tower

 From: Dawn Ingraham  
District Manager, Metroplex HUB

Subject: **INFORMATION**: Normal Service Statement  
Aircraft Accident, CFS8284  
Lubbock, TX., January 27, 2009

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All services provided by Dallas-Fort Worth Terminal Radar Approach Control Facility were normal, and there were no pertinent transmissions.

Attachments

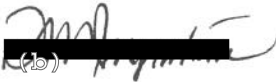
LBB-ATCT-0386  
CFS8284

CERTIFIED INDEX

February 5, 2009

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

FAA Form 7230-4  
Personnel Logs  
FAA Form 7230-10  
FAA Form 8020-6-1  
Personnel Statement  
Original Voice Recording  
Certified Cassette Re-recording  
ARTS IIIIE TSO Edit Data  
CDR Plot  
Facility Layout Chart

  
(b) [Redacted]

Dawn Ingraham  
District Manager  
Metroplex HUB



## Federal Aviation Administration

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# Memorandum

Date: January 29, 2009

To: Lubbock Airport Traffic Control Tower

From: Patricia E. Smith  
Manager, Fort Worth Air Route Traffic Control Center *Smith* (15)

Subject: **INFORMATION**: Normal Service Statement  
Aircraft Accident, CFS8284  
Lubbock, TX, January 27, 2009

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

Attachments

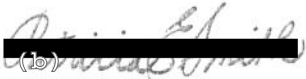
LBB-ATCT-0386  
CFS8284

CERTIFIED INDEX

January 29, 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 Logs  
Original Voice Recording  
Certified Re-recording  
Facility Layout Chart  
Flight Progress Strip  
Weather Products

  
(10)  
Patricia E. Smith  
Manager, Fort Worth ARTCC

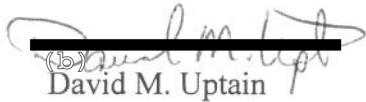
LBB-ATCT-0386  
CFS8284

CERTIFIED INDEX

February 02, 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  
Personnel Logs  
Original Voice Recording  
Certified Re-recording  
Facility Layout Chart  
Airport Diagram  
Continuous Data Recording (CDR)  
Flight Progress Strip  
Transcriptions of Voice Recordings  
Weather Products

  
(b) [Redacted]

David M. Uptain  
Acting Manager, Lubbock ATCT

LBB-ATCT-0386  
CFS8284

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

**DAILY RECORD OF FACILITY OPERATION**

DATE

01-27-09

LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY
Lubbock, Texas	LBB	ATCT	Supervisor	(b) [Redacted]
				MANAGER David M Uptain

UTC	REMARKS
0600	T. PRESLEY ON WCLC CFPL: ALL STBY RX/TX ON LC RDVS OTS, INCORRECT INCOMING CALLS ON THE 06 LINE, ASR RETURNS FALSE AND/OR ERRONEOUS TARGETS, 121.5 STBY RX OTS, VHF PET2000 IN TOWER AND PET2000 IN TRACON BATTERIES APPEAR TO BE OTS, MOCC ADVISED (DJ).
1037	CFS8284, AT43, CRASHED. ROC NOTIFIED.
1130	R. CAMPER ON.
1235	T. CROTEAU ON.
1403	WCLC.
1415	RWY 17R MALSR, ILS, AND RVR OTS FOR MAINT, MOCC.
1615	DAILY VOICE RECORDER CHECK AND TAPE CHANGE COMPLETE.
2019	J. SMYERS ON, WCLC.
2230	RY 17R RVR RTS.
0254	C. TRUSCINSKI ON.
0405	M. SMITH ON.
0559	COB.

Q  
E  
E

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

(b) [Redacted Signature]



LBB-ATCT-0386  
CFS8284

SECTION 6.  
Personnel Log

## ART - Sign On Log

1/29/2009 6:44:41 AM

### LBB

Selected Report Dates: 1/26/2009 10:00:00 PM - 1/27/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
AT	CALDWELL, ANN E.	22:00-06:00/R	22:00:00	06:45:00				0+45
	REMARKS							
TX	PRESLEY, TIMOTHY L.	22:00-06:00/R	22:00:00	06:51:00				0+51
	REMARKS							
CR	CAMPER, RUSSELL B.	05:30-13:30/R	05:30:00	13:30:00				
	REMARKS							
MM	SMITH, MICHAEL M	05:42-13:42/R	05:42:00	13:42:00				
	REMARKS							
JT	CHURCH, JEFFREY J.	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
JG	GILES, JOSEPH A.	06:00-14:00/R	06:00:00	14:00:00				
	REMARKS							
CU	CROTEAU, THOMAS	06:36-14:36/R	06:36:00	14:36:00				
	REMARKS							
MR	SCHAWINSKY,	08:00-16:00/R	08:00:00	14:40:00	1+20			
	REMARKS							
SR	TILLOU, WILLIAM R	08:00-16:00/R	08:00:00	14:39:00	1+21			
	REMARKS							
CC	SCHAAD, COTI B	08:15-16:15/R	08:15:00	16:15:00	8+0			
	REMARKS							
LV	LOVELESS, JUSTIN M.	13:00-21:00/R	13:00:00	21:00:00				
	REMARKS							
JS	SMYERS, JODY B.	13:00-21:00/R	13:00:00	21:00:00				
	REMARKS							
BR	WHITLEY, BRAD R.	13:10-21:10/R	13:10:00	19:10:00	2+0			
	REMARKS							
SS	STROVAS, SHAWN D.	14:30-22:30/R	14:30:00	22:30:00				
	REMARKS							
CO	TRUSCINSKI, CARYN M.	14:30-22:30/R	14:30:00	22:30:00				

LBB-ATCT-0386  
CFS8284

## LBB

Selected Report Dates: 1/26/2009 10:00:00 PM - 1/27/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
REMARKS								

LBB-ATCT-0386 CFS8284



## Federal Aviation Administration

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### Memorandum

Date: February 2, 2009  
To: Accident Package LBB-ATCT-0386  
From: (b) David M. Uptain, Acting Manager, Lubbock Airport Traffic Control Tower  
Subject: Personnel Log for January 27, 2009, 1037 UTC.

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The following personnel were not on duty at Lubbock Airport Traffic Control Tower on January 27, 2009, 1037 UTC:

<u>Name</u>	<u>Reason</u>
Branagan, Timothy	RDO
Burton, Kendall	RDO
DeLuna, Luis	RDO
Rains, Glendle	RDO
Richardson, Zachary	RDO

LBB-ATCT-0386  
CFS8284

SECTION 7.  
FAA Form 7230-10, Position Logs, or automated equivalent

**POSITION LOG**

Fac ID: LBB Pos ID: GC		Log Date: 1/26/2009 Pos Type: GC		Where Combined To:	
TIME ON	Initials	TIME OFF	Code	Pos ID	Pos Type
0600		1444		LC	LC
1445	TX	1445	C		
1446	MR	1543	T		
1446	TX	1543	C		
1544		1801		LC	LC
1802	MR	1914	T		
1802	TX	1914	C		
1915		2106		LC	LC
2107	MM	2149	C		
2107	MR	2149	T		
2150		2214		LC	LC
2215	JS	2333	C		
2215	SR	2333	T		
2334		0559		LC	LC













### POSITION LOG

Fac ID: LBB      Log Date: 1/26/2009  
Pos ID: S      Pos Type: AP

TIME ON	Initials	TIME OFF	Code	Where Combined To: Pos ID	Pos Type
0600		0559		E	AP



**POSITION LOG**

Fac ID: LBB  
Pos ID: LC  
Log Date: 1/26/2009  
Pos Type: LC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0600	SS	1129	C		
1130	GR	1134	S		
1135	GR	1416	S		
1417	TB	1520	C		
1521	TB	1543	C		
1544	MM	1644	C		
1645	GR	1754	S		
1755	TB	1919	C		
1920	CR	2030	C		
2031	MM	2059	C		
2100	MM	2105	C		
2106	TB	2149	C		
2150	CU	2300	S		
2301	BR	0011	C		
0012	CR	0145	C		
0146	JS	0212	C		
0213	CR	0245	C		
0246	BR	0402	C		
0403	AT	0559	C		

**POSITION LOG**

Fac ID: LBB  
Pos ID: TR  
Log Date: 1/26/2009  
Pos Type: AP

TIME ON	Initials	TIME OFF	Code	Where Combined To: Pos ID	Pos Type
0600	CO	1131	C		
1132	TX	1421	C		
1422	MM	1519	C		
1520	GR	1614	S		
1615	TB	1714	T		
1615	TX	1714	C		
1715	MM	1829	C		
1830	GR	1914	S		
1915	MM	1917	C		
1918	MM	1953	C		
1954	MM	1959	C		
2000	CU	2058	S		
2059	CR	2105	C		
2106		0250		E	AP
0251	JS	0402	C		
0403	TX	0421	C		
0422	TX	0559	C		

















LBB-ATCT-0386  
CFS8284

**POSITION LOG**

Fac ID: LBB      Log Date: 1/27/2009  
Pos ID: GC      Pos Type: GC

TIME ON	Initials	TIME OFF	Code	Where Combined To: Pos ID	Pos Type
0600		0559		LC	LC

FAA Form 7230-10 (Electronic)

LBB-ATCT-0386  
CFS8284

**POSITION LOG**

Fac ID: LBB		Log Date: 1/27/2009			
Pos ID: LC		Pos Type: LC			
TIME ON	Initials	TIME OFF	Code	Where Combined To: Pos ID	Pos Type
0600	AT	1142	C		
1143	MM	1306	C		
1307	CU	1417	S		
1418	CR	1513	C		
1514	MM	1641	C		
1642	CU	1809	S		
1810	CR	1921	C		
1922	JS	1936	C		
1937	JS	2018	C		
2019	JS	2043	C		
2044	SS	2147	C		
2148	BR	2243	C		
2244	CO	2345	C		
2346	JS	0129	C		
0130	SS	0204	C		
0205	JS	0244	C		
0245	CO	0246	C		
0247	CO	0359	C		
0400	CR	0559	C		

FAA Form 7230-10 (Electronic)



LBB-ATCT-0386  
CFS8284

### POSITION LOG

Fac ID: LBB      Log Date: 1/27/2009  
Pos ID: RD      Pos Type: AD

TIME ON	Initials	TIME OFF	Code	Where Combined To: Pos ID	Pos Type
0600		0559		E	AP

LBB-ATCT-0386  
CFS8284

### POSITION LOG

Fac ID: LBB      Log Date: 1/27/2009  
Pos ID: S      Pos Type: AP

TIME ON	Initials	TIME OFF	Code	Where Combined To: Pos ID	Pos Type
0600		0559		E	AP

FAA Form 7230-10 (Electronic)



**POSITION LOG**

Fac ID: LBB		Log Date: 1/27/2009			
Pos ID: TR		Pos Type: AP			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0600	TX	1129	C		
1130	CR	1142	C		
1143	CR	1334	C		
1335	MM	1442	C		
1443	CU	1544	S		
1545	CR	1725	C		
1726	MM	1842	C		
1843	CU	1933	S		
1934	BR	2043	C		
2044	CO	2142	C		
2143	JS	2243	C		
2244	SS	2345	C		
2346	SS	2346	C		
2347	BR	0042	C		
0043	CO	0205	C		
0205	SS	0404	C		
0206		0404		SUPE	OT
0405	MM	0559	C		

LBB-ATCT-0386  
CFS8284

### POSITION LOG

Fac ID: LBB  
Pos ID: TRAC  
Log Date: 1/27/2009  
Pos Type: OT

TIME ON	Initials	TIME OFF	Code	Where Combined To: Pos ID	Pos Type
0600		0559		SUPE	OT



LBB-ATCT-0386  
CFS8284

**POSITION LOG**

Fac ID: LBB      Log Date: 1/27/2009  
Pos ID: W      Pos Type: AP

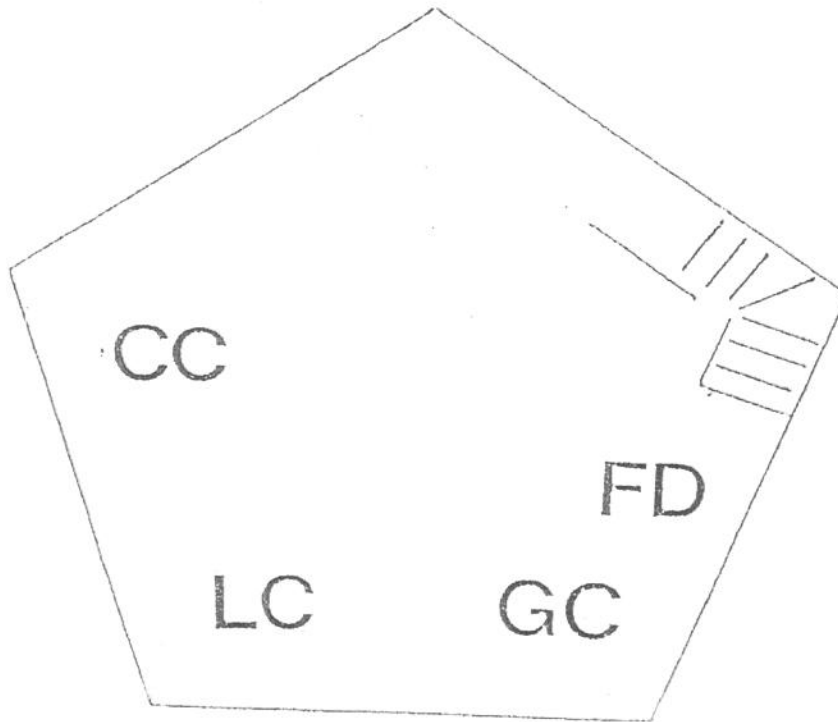
TIME ON	Initials	TIME OFF	Code	Where Combined To: Pos ID	Pos Type
0600		0559		TR	AP

FAA Form 7230-10 (Electronic)

LBB-ATCT-0386  
CFS8284

SECTION 8.  
Facility Layout Chart

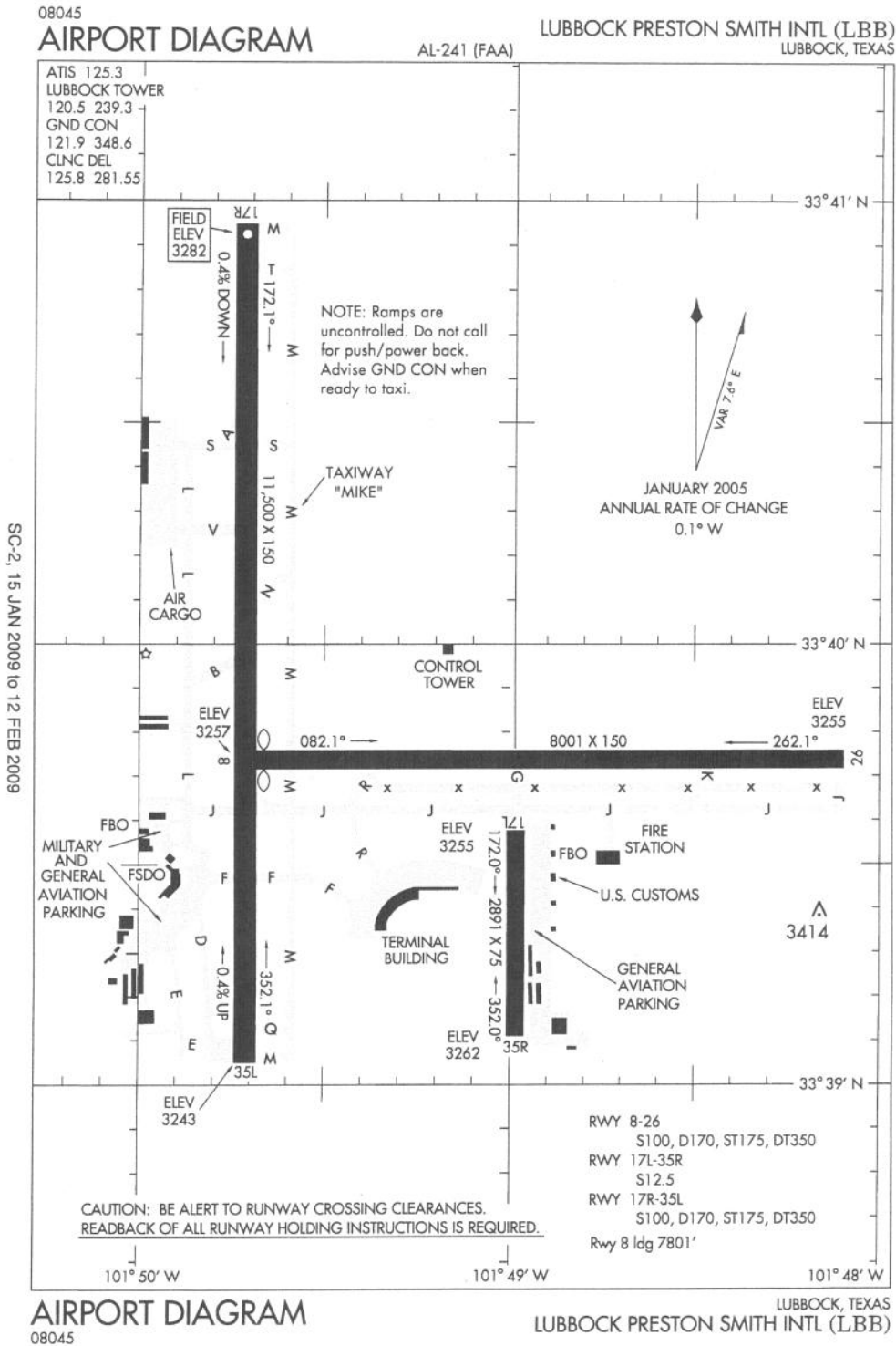




LBB-ATCT-0386  
CFS8284

SECTION 9.  
Airport Diagram

LBB-ATCT-0386  
CFS8284



**NOTE: This diagram is not to scale**

LBB-ATCT-0386  
CFS8284

SECTION 10.  
Flight Progress Strip

LBB-ATCT-0386  
CFS8284

Lubbock ATCT

CFS8284  
1  
AT43/G  
280

5266 | A1024  
GTH 179/018  
LBB 090/042

IFR  
LBB 21 ON

FAA Form 7230-8 (5-88)

LBB-ATCT-0386  
CFS8284

SECTION 11.  
Transcriptions of Voice Recordings



## Federal Aviation Administration

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# Memorandum

Date: March 20, 2009

To: Accident Package LBB-ATCT-0386

From: (b) [REDACTED] David M. Uptain, Acting Manager, Lubbock Airport Traffic Control Tower

Subject: **INFORMATION**: Local Control Transcript Discrepancy for Aircraft Accident, CFS8284

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Due to an electronic malfunction and subsequent review of the radar data and the Local Control transcript, the times reflected in the Local Control transcript are approximately 6 minutes off.

The tape for the local control position is approximately six minutes ahead of the transcript. In reviewing the transcript, approximately six minutes must be added to each transmission to reflect the accurate time.



# Federal Aviation Administration

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## Memorandum

Date: February 09, 2009  
To: Aircraft Accident File LBB-ATCT-0386  
From: Lubbock Airport Traffic Control Tower  
Subject: INFORMATION: Partial Transcript  
Aircraft Accident, CFS8284  
Lubbock, TX, January 27, 2009

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This transcription covers the Lubbock Airport Traffic Control Tower (ATCT) TR DR position for the time period from January 27, 2009, 1010 UTC, to January 27, 2009, 1033 UTC.

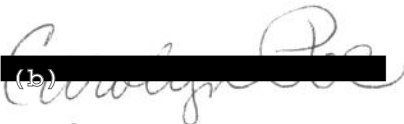
Agencies Making Transmissions

Abbreviations

EMPIRE AIRLINES (HAYDEN, ID), CFS8284  
Tower Radar

CFS8284  
TR

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving CFS8284.

  
(b)

Carolyn Poe  
Support Specialist  
Lubbock ATCT

1010  
(1011-1014)

1015

1015:54 CFS8284 good morning lubbock empire eighty two eighty four is  
out of one zero thousand for eight thousand

1016

1016:01 TR empire eighty two eighty four lubbock approach

1016:08 TR empire eighty two eighty four lubbock approach descend  
at pilots discretion maintain six thousand i haven't had  
any icing reports special weather observation at uh one  
zero zero eight zulu wind three five zero at one zero  
visibility two light freezing drizzle mist ceiling five  
hundred overcast temperature minus eight dew point minus  
niner altimeter three zero one two advise uh braking  
action advisories are in er effect advise what approach  
you'd want runway eight two six is closed



1016:40 CFS8284 well that pretty much ah leaves us with one seven right sir

1016:49 TR empire eighty two eighty four expect i l s runway one seven right

1016:53 CFS8284 roger that  
1017

1017:09 TR empire eighty two eighty four mu rating for runway three five left were twenty four twenty five twenty three

1017:16 CFS8284 roger

1017:34 TR empire eighty two eighty four fly heading two niner zero vector for the approach

1017:37 CFS8284 two nine zero empire eighty two eighty four and what was that touchdown zone r v r you said again

1017:45 TR well r v r is more than six thousand runway one seven right and the mu ratings for runway three five left touchdown twenty four midpoint uh twenty five rollout twenty three

1017:56 CFS8284 okay very good i got you now  
1018  
(1019-1022)  
1023

1023:10 TR empire eight two eighty four des uh descend and maintain five thousand

1023:14 CFS8284 five thousand eighty two eighty four  
1024

1024:11 TR empire eighty two eighty four turn left heading two six zero

1024:14 CFS8284 two six zero eighty two eighty four

1025:00 TR empire eighty two eighty four turn right heading two eight zero

1025:04 CFS8284 two eight zero eighty two eighty four

1025:08 TR wind changed between six and five thousand from the south to the north

1025:12 CFS8284 roger

1025:14 CFS8284 and the temperature actually uh dropped uh bout eight degrees in that amount of time as well

1025:22 TR yeah you were you had uh at six thousand you had a south wind blowing about fifteen degrees to the north or pushing you off that uh course that much and then wind at five thousand just went exactly the opposite

1025:36 CFS8284 we concur

1025:54 CFS8284 when they sent me down here they said that i would uh i'd find things unusual

1026:00 TR that's uh that's west texas weather for sure

1026:39 TR empire eighty two eighty four seven miles from the outer marker turn left heading two one zero maintain five thousand till established on the localizer cleared i l s runway one seven right approach

1026:49 CFS8284 five thousand two ten until established and cleared for the i l s empire eighty two eighty four  
1027

1027:27 TR empire eighty two eighty four contact tower one two zero point five

1027:31 CFS8284 twenty point five thanks a lot we'll see you on the way out

1027:33 TR roger  
1028  
(1029-1032)  
1033

End of Transcript



# Federal Aviation Administration

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## Memorandum

Date: February 09, 2009

To: Aircraft Accident File LBB-ATCT-0386

From: Lubbock Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript  
 Aircraft Accident, CFS8284  
 Lubbock, TX, January 27, 2009

This transcription covers the Lubbock Airport Traffic Control Tower (ATCT) LC LC position for the time period from January 27, 2009, 1022 UTC, to January 27, 2009, 1047 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
EMPIRE AIRLINES (HAYDEN, ID), CFS8284	CFS8284
Local Control	LC
Lubbock Airport Maintenance 22	MAINT22
Lubbock Airport Operations 16	OPS16
Lubbock Airport Maintenance 26	MAINT26
Fire Truck Rescue 2	RESCUE2

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving CFS8284.

(b)

Carolyn Poe  
 Support Specialist  
 Lubbock ATCT

1022  
 (1023-1026)  
 1027

1027:37 CFS8284 empire eighty two eighty four is uh checking in nine out on the localizer inbound

1027:41 LC empire eighty two eighty four lubbock tower runway one seven right cleared to land wind zero one zero at eight

1027:46 CFS8284 roger cleared to land

1028  
 1029

1029:16 LC wind zero one zero at eight

1030

1030:16 MAINT22 uh lubbock ground what is that fire there at the end of the runway

1030:23 LC say again

1030:26 MAINT22 that fire at the end of the runway what is it

1030:29 LC it's an airplane  
1031

1031:20 OPS16 you got the uh fire department out

1031:23 LC we're trying to get em

1031:43 LC operations one six we ah we can not get a hold of the fire department

1031:49 MAINT26 lubbock ground maintenance two six can i make ah can i go get em myself i can go past their shop and pick them up

1032

1032:05 OPS16 all right i see em coming out

1032:11 RESCUE2 lubbock ground rescue two

1032:13 LC rescue two the aircraft crash is at the approach end of the runway one seven right proceed as um needed

1032:19 RESCUE2 rescue two proceeding down juliett approach end of one seven right

1032:25 LC operations one six can you tell if they're on the west side of the runway

1032:34 RESCUE2 hello ground rescue two can you give us the size of the plane and how many souls on board

1032:40 LC it's an a t r forty three unknown souls on board they had no indication of uh anything on final i gave em a wind check and then we saw the fire

1033

1033:52 OPS16 what's the type aircraft

1033:55 LC it's an a t r forty three

1033:57 OPS16 thanks  
1034  
1035  
1036

1036:44 OPS16 ground ops one six request permission on the runway

1036:47 LC operations one six uh drive runway one seven right

1036:51 OPS16 as soon as you have uh all the information could you pass that to me please

1036:56 LC ah they did not declare an emergency it was an a t r forty two and uh that's all we know

1037:04 OPS16 okay yeah i i witnessed the whole thing  
1038  
(1039-1040)  
1041

1041:04 RESCUE2 lubbock ground rescue two

1041:07 LC rescue two lubbock ground

1041:09 RESCUE2 the hatch on top of this plane looks like it is open do we uh still not know anything from fedex or anything about the pilots who if they're back up towards to front of the runway

1041:22 LC no we haven't heard uh any information from the pilots since they were cleared to land  
1042  
(1043-1046)  
1047

End of Transcript

LBB-ATCT-0386  
CFS8284

SECTION 12.

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



LBB-ATCT-0386  
CFS8284

SECTION 13.  
FAA Form 8020-26, Personnel Statements



<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>	1. NAME OF REPORTING FACILITY: Lubbock ATCT	2. REPORT NUMBER: LBB-ATCT-0386
	3. AIRCRAFT IDENTIFICATION AND TYPE: CFS8284, AT43	


4. LOCATION OF ACCIDENT/INCIDENT: Lubbock, TX	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): January 27, 2009, 1030 UTC <del>1030</del> 1037	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
7. NAME (OPERATING INITIALS): Timothy L Presley (TX)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): TR DR 0403-1129 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

10:15 UTC - CFS 8284 checked on to my  
FREQ.  
I descended CFS 8284 to 6000 and  
issued weather and approach information  
10:23 UTC - I descended CFS 8284 to 5000  
10:26 UTC - I cleared CFS 8284 for the ILS  
RUNWAY 17R.  
10:27 UTC - I instructed CFS 8284 to contact  
LUBBOCK ATCT  
Approx 10:39 UTC - I observed CFS 8284  
CRASH NEAR RY 17R

I certify, to the best of my knowledge and  
recollection, THE ABOVE STATEMENT IS CORRECT.  
I do not remember what the various settings of the  
operational equipment were at the time of the accident - E.45

12. SIGNATURE OF WITNESS: 	13. DATE OF SIGNATURE: 1/29/2009
--	-------------------------------------

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

1. NAME OF REPORTING FACILITY: Lubbock ATCT  
 2. REPORT NUMBER: LBB-ATCT-0386

3. AIRCRAFT IDENTIFICATION AND TYPE: CFS 8284, AT43

4. LOCATION OF ACCIDENT/INCIDENT: Lubbock TX  
 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): January 27, 2009 / 1027 UTC  
 6. EQUIPMENT ATTACHMENT:  YES  NO

7. NAME (OPERATING INITIALS): ~~AT~~ Ann E. Caldwell  
 8. TITLE: ATC Specialist  
 9. POSITION AND TIME (UTC): 1027 UTC 0403-1142 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

1027 UTC CFS 8284 checked on my frequency. I cleared the acft to land via IFR with a wind check.

1029 UTC I transmitted a wind check.

I certify to the best of my knowledge and recollection the above statement is correct. I do not remember what the various settings of the operational equipment were at the time of the accident. EOS.

12. SIGNATURE OF WITNESS: [Redacted Signature]  
 13. DATE OF SIGNATURE: 1/30/09

LBB-ATCT-0386  
CFS8284

SECTION 14.  
Weather Products

LBB-ATCT-0386  
CFS8284

Fort Worth ARTCC

SIGMET 270813 MKCC WST 270809 CONVECTIVE SIGMET 3C VALID  
UNTIL 1055Z TX OK FROM 50ENE CDS-40NW SPS-10ESE CDS-50ENE  
CDS DVLPG AREA EMBD TS MOV FROM 25025KT. TOPS TO FL220.  
...SPECIAL...

DFSA MAFD H0BT 64 24 40 82 61 62 63 ABIT 65 GRKT 74 22 96 46  
51 29 25 89 90 20 71 94 39 97 32 83 93 98 DFAD NFWT DALT DALO

FTWT ADST ADSO DEEO DWWQ AFWT RBDT TKIT DFSD 53 37 26 42 49  
34 75 43 47 48 LBBT 27 36 50 38 FSIO 35 OKCT TIKT PWAT OUNT  
OKCO OKCO

#566 / 1 OF 2

#566 / 2 OF 2

LBB-ATCT-0386  
CFS8284

Fort Worth ARTCC

# PIREP FORM

## Pilot Weather Report

→ = Space Symbol

3-Letter SA Identifier

1. UA →

UUA →

Routine Report

Urgent Report

2. /OV → Location: 55 N ABI

3. /TM → Time: 1004

4. /FL → Altitude/Flight Level: 180

5. /TP → Aircraft Type: AT43

Items 1 through 5 are mandatory for all PIREPs

6. /SK → Sky Cover:

7. /WX → Flight Visibility and Weather:

8. /TA → Temperature (Celsius): -15

9. /WV → Wind:

10. /TB → Turbulence:

11. /IC → Icing: Mod Rime

12. /RM → Remarks:

LBB-ATCT-0386  
CFS8284

**Lubbock ATCT**

01/27/09 02:53:26 METAR KLBB 270853Z 03011KT 2 1/2SM -FZDZ BR BKN005  
OVC011 M07/M09 A3011 RMK AO2 CIG 004V008 SLP219 P0000 60000 T10721089  
51010  
(KP)

01/27/09 03:10:26 SPECI KLBB 270910Z 01012KT 3SM -FZDZ BR OVC005 M07/M09  
A3010 RMK AO2 CIG 004V008 P0000 (KP)

01/27/09 03:53:26 METAR KLBB 270953Z 01014KT 3SM -FZDZ BR OVC005 M08/M09  
A3013 RMK AO2 PRESRR SLP227 P0000 T10781094 (KP)

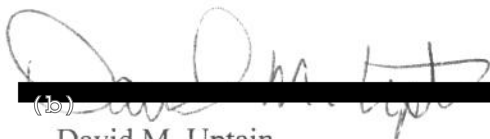
01/27/09 04:08:26 SPECI KLBB 271008Z 02013G19KT 2SM -FZDZ BR OVC005  
M08/M09 A3012 RMK AO2 P0000 (KP)

01/27/09 04:53:26 METAR KLBB 271053Z 02011G18KT 2SM -FZDZ BR OVC005  
M08/M09 A3013 RMK AO2 CIG 004V009 SLP228 P0000 T10781094 (KP)

01/27/09 05:49:26 SPECI KLBB 271149Z 01010KT 3SM -FZDZ BR OVC005 M08/M10  
A3014 RMK AO2 P0000 (KP)

01/27/09 05:53:26 METAR KLBB 271153Z 02013G18KT 4SM -FZDZ BR OVC005  
M08/M10 A3014 RMK AO2 CIG 004V009 SLP232 P0000 60000 T10831100 11056  
21083  
51009 (KP)

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



(19)  
David M. Uptain  
Acting Manager, Lubbock ATCT

