

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
RICHMOND AIR TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 7210.56, Appendix 9, Interview Statement and Participating in Post Incident Investigations and/or FAA Order 8020.16, Paragraph 91, Personnel Statements.

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

INSTRUCTIONS: This Statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and once signed, will constitute your original statement.

This statement concerns the Aircraft Accident involving USC 901 at Richmond, on April 11 2011, 0127 UTC. My name is ADAM WHITE () I am employed as an (ATCS)(SATCS) by the FAA at Richmond International Airport, Air Traffic Control Tower, Richmond Virginia. During the period 1815 UTC, April 11th, to 0515 UTC, April 12th, I was on duty at the Richmond Tower. I was working the Local Control position from 0122 UTC to 0141 UTC.

Text of statement:

*I cleared USC 901 for takeoff. I witnessed abnormal flight while airborne.
I attempted to call USC 901. Then I saw the aircraft crash.*

To the best of my knowledge, the operational equipment configuration at the time of the accident/incident was as follows:
RADAR Channel in use: (A) (B); Beacon Channel in use (1) (2); MTI set at _____ miles; Video map in use: (1)(2)(3)(4)(5)
Or Equipment configuration unknown.

I certify, to the best of my knowledge and recollection, the above statement is correct.
I reserve the right to amend my statement should more information become available.

Signature

Date

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This statement concerns the Aircraft Accident involving USC 901 at Richmond, on April 12th, 0127 UTC. My name is Lisa Mohs (CO) I am employed as an (ATCS) (SATCS) by the FAA at Richmond International Airport, Air Traffic Control Tower, Richmond Virginia. During the period 1815 UTC, April 11th, to 0515 UTC, April 12th, I was on duty at the Richmond Tower. I was working the GC/CTC position from 0126 UTC to — UTC.

Text of statement:

GC/CD 0126 UTC to 0226 UTC
CTL 0126 UTC to 0128 UTC

I issued USC901 (starcheck 901) an IFR clearance to CLT, I started the aircraft taxiing while coordinating an IFR release. I continued the aircrafts taxi to Rwy 20 and issued a cautionary for an adjacent vehicle. I had tower verify aircraft had current ATIS code. The aircraft appeared unstable ^{after} on takeoff. After the aircraft crashed I immediately rang out the crashphone and recalled personnel to assist.

To the best of my knowledge, the operational equipment configuration at the time of the accident/incident was as follows:
RADAR Channel in use: (A) (B); Beacon Channel in use (1) (2); MTI set at _____ miles; Video map in use: (1)(2)(3)(4)(5)
Or Equipment configuration unknown.

I certify, to the best of my knowledge and recollection, the above statement is correct. I reserve the right to amend my statement should more information become available.

Signature _____

Date 4/12/11