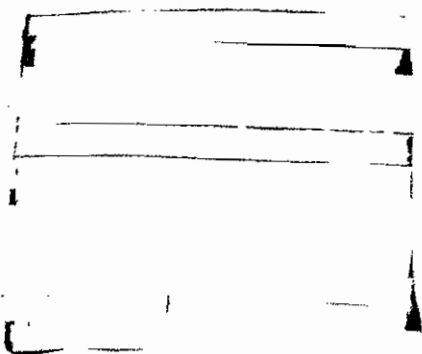


23 June 23, 2011

At approximately 0440, while working Local Control as Senior Controller on the Midnight shift, AC03 crashed on the airfield while conducting VFR practice approaches for student training. The aircraft was approximately 30 minutes into his pattern work to runway 01/19 when the instructor pilot asked to extend south of the APEX. Shortly after that transmission, he stated that he would report a right base runway 19. I approved his request and cleared him for the option runway 19. The instructor pilot then informed me that student training was in progress and he would just report a base runway 01. (I assumed he was correcting a maneuver performed by the student) I approved that and cleared him for the option runway 01. Seconds after that an ELT was transmitted, I glanced at the TDW as I was calling the ERCF to find the source of the ELT. I observed AC03 on the screen with an altitude reading 300. Seconds later, I looked back at the TDW and no target was observed. I then quickly scanned the airfield and I saw a faint outline of smoke and then saw a fireball on the ground. I directed the Flight Data and Ground Controller to initiate the primary crash phone and began the emergency action checklist.



At approximately 0940Z while [redacted] worked the local position with an aero club in the pattern. We heard an ELT emitting and I asked which frequency it was originating from since it was at an abnormal time. Immediately then [redacted] urged me to ring out the crash phone and gave me the information. I rang out the crash phone and all parties responded with the exception of BaseOps, who was in the airfield at the moment. BaseOps shortly afterwards called and received the information

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