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DEPARTMENT OF TRANSPO	RTATION	1. Name of Reporting Facility:	2. Report Number:
FEDERAL AVIATION ADMINI		Merrill ATCT	MRI-ATCT-0735
PERSONNEL STATE		3. Aircraft Identification and Type: N18699	, C150
4. Location of Accident/Incident:		5. Date/Time of Accident/Incident (UTC):	
Anchorage, AK		August 24, 201	13, 2337 UTC
6. Name (Operating Initials):	7. Title:	8. Position :	and Time (UTC):
Travis Ryan Robotkay (TR)	ATCS		LC 2335-0026 UTC
9. Complete in accordance with FAA Or Investigation, and Reporting, Paragraph 91, provide any facts within your personal knowl surrounding this accident/ incident. Specula included in this statement. This statement n activities including pretrial discovery, deposi- signed by you, and your signature below cer signed, will constitute your original statemen	FAA Form 8020-26, Pe edge that will provide a tions, hearsay, opinion nay be released to the p tions, and actual court t tifies the accuracy of th	ersonnel Statements. The parsonnel Statements. The parsonnel statements and/or other bublic through the Freedom estimony. This statement is statement. It will neither	urpose of this statement is to the circumstances extraneous data are not to be of Information Act or litigation to be hand printed and be edited nor typed and, once
10. TEXT OF STATEMENT:		β ORIGINAL □ S	SUPPLEMENTAL
position when I was given, which it was given, which it was go around twice a	be 2-350 while abnormal was not a series of	B699 descent H AGL, over 300 descent unle CS 18699 responded. The	taxiony Fortest ess long landing evas told to aircraft started ad upp didn't ose
hear the engine engage adequate power ovas off the deforture abruptly pulled up and CS18699 nose was promptly notifications.	end of s	ing applied the runway - left wi	for a go-around, the a/c rs stalled and. ARFF
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11. Signature of Wilness 2007 AUG 2013

FAA Form 8020-26 (12-10)

DEPARTMENT OF TRANSPO	ORTATION	1 Name of Reporting Fact	lity 2 Report Number	
FEDERAL AVIATION ADMIN	ISTRATION	Memili ATCT	MRI-ATCT-0735	
PERSONNEL STATI	EMENT	3 Aircraft Identification a	nd Type. N18699, C150	
4 Location of Accident/Incident		5. Date/Time of Accident/	Incident (UTC)	
Anchorage, AK		August 24, 2013, 2337 UTC		
6 Name (Operating Initials):	7 Title.		8 Position and Time (UTC)	
Caleb Jarod Newville (AO)	ATCS		GC 2225 0020 LIZO	
provide any facts within your personal know surrounding this accident/ incident. Specula included in this statement. This statement in activities including pretrial discovery, deposi signed by you, and your signature below cersigned, will constitute your original statement.	ledge that will provide a tions, hearsay, opinions hay be released to the p tions, and actual court to tifies the accuracy of the tifies the accuracy of the	complete understage of the complete understage of the complete understage of the complete of t	craft Accident and Incident Notification, is. The purpose of this statement is to anding of the circumstances for other extraneous data are not to be reedom of Information Act or litigation terment is to be hand printed and I neither be edited nor typed and, once	
10. TEXT OF STATEMENT:		⊠ ORIGIN	AL D SUPPLEMENTAL	

☑ COMMENT □ NO COMMENT

I had just taken responsibility of the Ground Control position, a Skill Check was being conducted on Local Control. Position overlap was complete and the controller being relieved with still in the tower cab. I was controlling I watching aircraft taxing midfield and heard local control issue a go around. A few seconds later I heard someone announce "crash".

I legan to lialt my aircraft and clear the taxiways along the route leading from the five station in preparation for the crash crews. A crowd of onlockers appeared on the ramp at Spernals Airways in close proximity to the crash. It was not immediately apparent that first responders were en route. I used the airfield public address system to authorize the bystanders to access the taxiways and runways to assist in the crash.

Police department vehicles began accessing the airfield via Taxinay Alpha and preceded onto Runway 25 to access the crash. The police vehicles did not contact me via radio I verbally coordinated the appearance of the vehicles with Local Control.

I received control of Runway 16/34 from Local Control in preparation of response from the fire department. Minutes later (Fire Department) Engine 3 contacted ground control, they were observed on Merrill Field Prize. I gave them instructions on how to got to the erash including pointing them to an open gate by the airport managers office, and gave them a clearance onto my taxiways and the runway.

11 Superior of Witness (1)	
11 Signature of Witness //	12 Date of Signature:
	1 27 4. 2013
	21 Trug 2015
FAA Farm 8020-26 (12-10)	

2	DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION
	DEDCONNEL CTATEMENT

Name of Reporting Facility

Merrill ATCT

MRI-ATCT-0735

PERSONNEL STATEMENT

1 Aircraft Identification and Type

N18699, C150

4 Location of Accident/Incident 5 Date/Time of Accident/Incident (UTC)

Anchorage, AK
August 24, 2013, 2337 UTC
Name (Operating laritials)
7 Title.
8 Position and Time (UTC)

Scott T Eastepp (ST) SATCS OT 2245-2334 UTC

9. 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.

10. TEXT OF STATEMENT:

☑ ORIGINAL ☐ SUPPLEMENTAL

☑ COMMENT □ NO COMMENT

I OBSERVED CS 18699 MAKE A NORMAL APPROPER TO APPROX. 150'- 200' AGL AT 1/4 MILE FINAL WHEN HE WAS INSTRUCTED TO GO AROUND DUE TO PRECEEDING ACFT STILL ON RY. (INSUFFICIENT RY SEP) THE PILOT DID NOT RESPOND BUT DID NOT CONTINUE DESCENT TO RY, RATHER HE FLATTENEP OUT AND DID NOT PER-FURN A TYPICAL CLIMB. AT APPROX MUD-FIELD, HE WAS SINKING AND DRIFTING LEFT OF RY. I DID NOT HEAR THE ALFT POWER UP AND I TRIED TO LOOK AND SEE IF THE PROP WAS STILL TURNING, BUT FROM MY ANGLE, I COULD NOT CONCLUSIVELY SAY IT WAS TURNING. THE AIR COMFT WAS NOW PAST THE TOWER. STILL SINKING AND DRIFTING LEFT WHEN STATION PLACED IT IN AN UN SAFE POSITION TO WFIELD FOR LAWDING AND WAS IN-STRUCTED TO GO AROUND AGAIN. THE ACFT APPEARED TO CLIMB FROM ABOUT SO AGL TO APPROX 150 AGL TOWARDS THE PEP END IF RY 25. THEN IT APPEARED TO SLOW, PITCH UP AND TURN TO THE LEFT. THE LEFT WING APPEARED TO STALL AND DRUP WHICH (AUSED THE NOSE TO PITCH DOWN. THE ACFT IMPACIED THE AROUND AT NEAR VERTICAL ATTITUPE JUST SOUTH OF THE COMPASS ROSE. THERE WAS NO POST-CONSIT EXPLOSION BUT THERE WAS SMOKE ORIGINATING FROM THE ENGINE COMPARTMENT. END OF STATEMENT.

11 Signature of Witness:	12 Date of Signature 2/29/13
FAA Form 8020-26 (12-10)	

	DEPARTMENT OF TRANSPO	RTATION	1 Name of Reporting Faci	lity	2 Report Number:
	FEDERAL AVIATION ADMINIS		Merrill ATCT	··· y.	MRI-ATCT-0735
	PERSONNEL STATE	MENT	3. Aircraft Identification at	••	
	4. Location of Accident/Incident		5. Date/lime of Accident/	N18699, C	2150
	Anchorage, AK		August 24, 2013, 2337 UTC		
	1	7 Title:		8 Position and	
	9. Complete in accordance with FAA Ord	ATCS		l GO	C 2304-2334 UTC
	Investigation, and Reporting, Paragraph 91, F provide any facts within your personal knowle surrounding this accident/ incident. Speculati included in this statement. This statement material discovery, depositivities including pretrial discovery.	adge that will provide a common hearsay, opinions by be released to the poons, and actual court to the accuracy of the first the accuracy of the street and the poons.	rsonnel Statement complete understa conclusions, and ublic through the f estimony. This sta s statement. It wil	is. The purple of the light of	pose of this statement is to e circumstances draneous data are not to be Information Act or litigation be hand printed and edited nor typed and, once
	10. TEAT OF STATEMENT:		₩ ORIGIN	AL 🗆 SU	PPLEMENTAL
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3 Signature of Witness

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12 Date of Signature	DEPARTMENT OF TRANSPO	ADT A TION	1 Name of Passers Coult		
PERSONNEL STATEMENT 1 Located Packenthaction Anchorage, AX 1 Meet Operating beload, Katasaryan Zych (ZX) 7 Tatic Anchorage, AX 1 Performed Packenthaction (UTC) 9. 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 facis within your personal knowledge that will provide a complete understanding of the oricomstances surrounding this accident lincident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement is to be hand printed and signed your only our signature below certifies the accuracy of this statement is to be hand printed and signed your only our signature below certifies the accuracy of this statement is to be hand printed and signed your only our signature below certifies the accuracy of this statement is to be hand printed and signed your only our signature below certifies the accuracy of this statement it will neither be edited nor typed and, once signed, will constitute your original statement. Decomment II no COMMENT Decomment II no COMMENT (N18699) I TOLO HIM D GO - AROUND HE DION'T REPOND BACK BUT I WATCHED HIM AND HE STARRD D CLIMB , 60T BACK D MY TEA FAC AS I SCAWRO BACK BUT I WATCHED HIM AND HE STARRD D CLIMB , 60T BACK D MY TEA FAC BETWEEN TAY FAR FAC AS I SCAWRO BACK BUT I WATCHED HIM AND HE TOLD HIM TOLD HIM D GO - AROUND HIM TOLD HIM GO - AROUND HIM TOLD HIM TOLD HIM TOLD HIM GO - AROUND HIM TOLD HIM TOLD HIM TOLD HIM GO - AROUND HIM TOLD HIM TOLD HIM TOLD HIM TOLD HI	FEDERAL AVIATION ADMINI	ISTRATION	' ' '		
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Anchorage, AK New (Operating billich) Katatryma Zych (ZK) 7 Tate. ATCS Le 233-2334 UTC 9. 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 in fine sacident in societies in the sacident in societies. Heavilla, opinions, conclusions, and order or 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 Ritigation activities including pretrial discovery, depositions, and eclusious, and order 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 Ritigation assigned by you, and your signature below certifies the accuracy of this statement. It will neither be edited not yeed and, once signed, will constitute your original statement. Le COMMENT IN OCOMMENT PORIGINAL SUPPLEMENTAL Le COMMENT IN OCOMMENT (N18699) I TOLO HIM TO GO AROMA HE DION'T RESPOND BACK BUT I WATCHED HIM AND HE STACTED TO CLIMB, GOT BACK TO MY TEA FACC AS I SCAWRED BACK I SAW HIM WWW CWAST SETWERN TRXI FAE & ONCE AGAIN I TOLO HIM GO AROMA WAFE LEFT CLOSED TRAFL, HE TOOK AN EARLY LEFT CROSS WIND TORN, HIS CLET WING WOST LIFT & HE CAMIE DOWN WITH THE ARRIVANE NOSE OWN TO THE GROWN WITH THE ARRIVANE NOSE OWN TO THE GROWN		DIVIENT	N18699,	C150	
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Form 8000.26 (12.10)	A Form 8020-26 (12-10)		8/34/2013		

FAA Form 8020-26 (12-10)

DEPARTMENT OF TRANSPO	DTATION	I. NAME OF REPORTING FACILITY:	2. REPORT NUMBER:
DEPARTMENT OF TRANSPO FEDERAL AVIATION ADMINI		Merrill ATCT	MRI-ATCT-073
PERSONNEL STATE	EMENT	3. AIRCRAFT IDENTIFICATION AND TYP	B:
4. LOCATION OF ACCIDENT/INCIDENT:	3. DATE/TIME OF ACCIDENT/INC	. N 18699	C / SO
Anchorage, AK	24 AUG 2013	23362	TYES MINO
7. NAME (OPERATING INITIALS): JOHN PAUL STOKKE JP	B. TITLE: AIR TRAFFIC COL	FOR COECASE TO	N AND TIME (UTC);
10. COMPLETE IN ACCORDANCE WITH	FAA ORDER 8020 16 A1	R TRAFFIC ORGANIZATION	D 2329-235YUK
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THORPTRINIED AND SIGNED BY YOU. AN	D YOUR SIGNATURE RE	TOW PEDTICIES THE APPIN	ACV ARTHUR OF A THE AT 15 15
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FAA Farm 8000 26 the act		25 AUG 7	2013

FAA Form 8020-26 (0R-05)

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DEPARTMENT OF TRANSPORTATION		I. NAME OF REPORTING FACILITY: 2. REPORT NUMBER:		
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MERRILL FIELD ATCT		
PERSONNEL STATI	EMENT	3. AIRCRÁFT IIIENTIFICATI N18699	ON AND TYPE:	
4. LOCATION OF ACCIDENTANCIDENT:	5. DATE/TIME OF ACCIDENT/IN		6. EQUIPMENT ATT	ACTIMENT.
MERRILL FIELD, ANCHORAGE, AK	8/24/2013 2343 UTC			YES INO
7. NAME (OPERATING INITIALS):	N. TITLE:		9. POSITION AND T	
SHERRY STRIZAK (SS)	AIR TRAFFIC CONTROL			38-0006 UTC
·	AIR TRAFFIC CONTROL IF FAA ORDER 8020.16, A IN, AND REPORTING, P IP PROVIDE ANY FACTS CIRCUMSTANCES SURE D/OR OTHER EXTRANE THE PUBLIC THROUGH IVERY, DEPOSITIONS, A ID YOUR SIGNATURE E ND, ONCE SIGNED, WIL HWEST. ON RIGHT DOWN VAY 25. N18699 CORRECT 25. N18699 APPEARED TO AS IF GOING AROUND. HA CE. N18699 DID NOT RESP VAY 25 N18699 THEN APPE RCRAFT APPEARED TO ST GENCY PERSONNEL RESP CONTROL TO ST THE TO ST THE TRAFFIC CONTROL THE TRAFFIC CONTRO	AIR TRAFFIC ORGANIARAGRAPH 91, FAA F WITHIN YOUR PERSO ROUNDING THIS ACCIOUS DATA ARE NOT H H THE FREEDOM OF I AND ACTUAL COURT BELOW CERTIFIES THAT ORIGINAL CONSTITUTE YOUR ORIGINAL APPROPRIED THE GO AROUS ARED TO ATTEMPT A LITALL AND CRASH OFF TO DODE TO THE CRASH SERVICE AREST TO THE CRASH SERVICE AREA TO THE CRASH SER	OS/CIC 22 ZATION, AIRCRORM 8020-XX, I DNAL KNOWLE DENT/ INCIDER TO BE INCLUD NFORMATION TESTIMONY. T E ACCURACY (CORIGINAL ST NAL SI LOCAL CONTRO CTIONS AND REI ROACH TO RUNW OF STATE HE WAS NO INSTRUCTION EFT TEARDROP THE SOUTH DEPA	38-006 WTC AFT ACCIDENT AND PERSONNEL STATEMENTS. DGE THAT WILL PROVIDE ST. SPECULATIONS, ED IN THIS STATEMENT. ACT OR LITIGATION THIS STATEMENT IS TO BE OF THIS STATEMENT. IT ATEMENT. JPPLEMENTAL L I INSTRUCTED NI8699 TO PORTED TRAFFIC IN SIGHT. TAY 25. OVER THE RUNWAY 25 S GOING AROUND. LOCAL IS. NI8699 APPEARED TO GO TO THE RUNWAY (RUNWAY 7). RTURE END OF RUNWAY 25.
12. SKONATURE OF WITNESS		13. DATE OF SIGNATURE:		

8/25/2013

FAA Form \$020-26 (03-05)