



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY: Merrill ATCT
2. REPORT NUMBER: MRI-ATCT-0735

3. AIRCRAFT IDENTIFICATION AND TYPE: N18699, C150

4. LOCATION OF ACCIDENT/INCIDENT:
Anchorage, AK

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
Aug. 24, 2013, 2337 UTC

6. EQUIPMENT ATTACHMENT:
 YES NO

7. NAME (OPERATING INITIALS):
Brandon M. Martin (mm)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
LC 2233-2334 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-XX, 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. TYPE OF STATEMENT: ORIGINAL SUPPLEMENTAL


CS 18699 WAS INSTRUCTED TO GO AROUND ON FINAL THEN AGAIN BEFORE PASSING THE TOWER. AT THE DEPARTURE END CS 18699 APPEARED TO TURN LEFT LOSE LIFT/POWER & CRASH PROP FIRST.


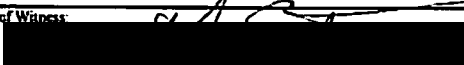
12. SIGNATURE OF WITNESS: [Redacted]

13. DATE OF SIGNATURE:
8-26-13

FAA Form 8020-26 (08-05)

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Merrill ATCT	2. Report Number: MRI-ATCT-0735
		3. Aircraft Identification and Type: N18699, C150	
4. Location of Accident/Incident: Anchorage, AK		5. Date/Time of Accident/Incident (UTC): August 24, 2013, 2337 UTC	
6. Name (Operating Initials): Travis Ryan Robotkay (TR)	7. Title: ATCS	8. Position and Time (UTC): LC 2335-0026 UTC	
<p>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.</p>			
10. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT			
<p>I was monitoring C-1 preparing to take the position when ^{when} I saw CS18699 descending out of what appeared to be 2-300 ft AGL, over taxiway F and runway which is midfield. Highly abnormal ^{go-around} descent unless long landing was given, which it was not. TRP CS18699 was told to go around twice and never responded. The aircraft started a go-around at abnormally low speed and you didn't hear the engine engage as further indication that adequate power was not being applied for a go-around. TRP off the departure end of the runway the a/c abruptly pulled up when its left wing stalled and CS18699 nosed in to the ground. ARFF was promptly notified, however response time was slow.</p>			
11. Signature of Witness:		12. Date of Signature:	
		27 AUG 2013	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1 Name of Reporting Facility Merrill ATCT	2 Report Number MRI-ATCT-0735
		3 Aircraft Identification and Type N18699, C150	
4 Location of Accident/Incident Anchorage, AK		5 Date/Time of Accident/Incident (UTC) August 24, 2013, 2337 UTC	
6 Name (Operating Initials): Caleb Jarod Newville (AO)	7 Title: ATCS	8 Position and Time (UTC) GC 2335-0029 UTC	
<p>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.</p>			
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<p>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 was still in the tower cab. I was controlling/watching aircraft taxiing midfield and heard local control issue a go around. A few seconds later I heard someone announce "crash".</p> <p>I began to halt my aircraft and clear the taxiways along the route leading from the five station in preparation for the crash crews. A crowd of onlookers appeared on the ramp at Spennak 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.</p> <p>Police department vehicles began accessing the airfield via Taxiway Alpha and proceeded 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.</p> <p>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 Drive. I gave them instructions on how to get to the crash including pointing them to an open gate by the airport manager's office, and gave them a clearance onto my taxiways and the runway.</p>			
11 Signature of Witness		12 Date of Signature: 27 Aug 2013	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1 Name of Reporting Facility Merrill ATCT	2 Report Number MRI-ATCT-0735
		3 Aircraft Identification and Type N18699, C150	
4 Location of Accident/Incident Anchorage, AK		5 Date/Time of Accident/Incident (UTC) August 24, 2013, 2337 UTC	
6 Name (Operating Initials) Scott T Eastepp (ST)	7 Title SATCS	8 Position and Time (UTC) OT 2245-2334 UTC	
<p>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.</p>			
10. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT	
<p>I OBSERVED CS 18699 MAKE A NORMAL APPROACH 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 FLATTENED OUT AND DID NOT PERFORM A TYPICAL CLIMB. AT APPROX MID-FIELD, HE WAS SINKING AND DRIFTING LEFT OF RY. I DID NOT HEAR THE ACFT 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 AIRCRAFT WAS NOW PAST THE TOWER, STILL SINKING AND DRIFTING LEFT WHEN ^{STEF} WHICH PLACED IT IN AN UNSAFE POSITION TO INFIELD FOR LANDING AND WAS INSTRUCTED TO GO AROUND AGAIN. THE ACFT APPEARED TO CLIMB FROM ABOUT 50' AGL TO APPROX 150' AGL TOWARDS THE DEP END OF RY 25. THEN IT APPEARED TO SLOW, PITCH UP AND TOW TO THE LEFT. THE LEFT WING APPEARED TO STALL AND DROP WHICH CAUSED THE NOSE TO PITCH DOWN. THE ACFT IMPACTED THE GROUND AT NEAR VERTICAL ATTITUDE JUST SOUTH OF THE COMPASS ROSE. THERE WAS NO POST-CRASH EXPLOSION BUT THERE WAS SMOKE ORIGINATING FROM THE ENGINE COMPARTMENT. END OF STATEMENT.</p>			
11 Signature of Witness 		12 Date of Signature 8/29/13	



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1 Name of Reporting Facility: **Merrill ATCT** 2 Report Number: **MRI-ATCT-0735**

3 Aircraft Identification and Type: **N18699, C150**

4 Location of Accident/Incident: **Anchorage, AK**

5 Date/Time of Accident/Incident (UTC): **August 24, 2013, 2337 UTC**

6 Name (Operating Initials): **Oscar Joseph White (OW)**

7 Title: **ATCS**

8 Position and Time (UTC): **GC 2304-2334 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 N699 OVERFLY RWY 25 LOW LEVEL. AFTER DEPT END OF RWY 25, THE AIRCRAFT APPEARED TO MAKE A SHARP CLIMB & IMMEDIATELY MADE A HARD LEFT BACK TOWARDS THE GROUND & IMPACT NOSE FIRST.

Signature of Witness

12 Date of Signature

8/27/13



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

1. Name of Reporting Facility Merrill ATCT	2. Report Number MRI-ATCT-0735
3. Aircraft Identification and Type N18699, C150	
4. Location of Accident/Incident Anchorage, AK	
5. Date/Time of Accident/Incident (UTC) August 24, 2013, 2337 UTC	
6. Name (Operating Initials) Katarzyna Zych (ZK)	7. Title ATCS
8. Position and Time (UTC) LC 2233-2334 UTC	



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10. TEXT OF STATEMENT: ORIGINAL SUPPLEMENTAL

COMMENT NO COMMENT

(N18699) I TOLD HIM TO GO-AROUND HE DIDN'T RESPOND BACK BUT I WATCHED HIM AND HE STARTED TO CLIMB, GOT BACK TO MY TRAFFIC AS I SCANNED BACK I SAW HIM LOW LEVEL BETWEEN TAXI F&E & ONCE AGAIN I TOLD HIM GO-AROUND MAKE LEFT CLOSED TRAFFIC, HE TOOK AN EARLY LEFT CROSS WIND TURN, HIS LEFT WING LOST LIFT & HE CAME DOWN WITH THE AIRPLANE NOSE DOWN TO THE GROUND.

11. Signature of Witness 	12. Date of Signature 8/30/2013
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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Merrill ATCT	2. REPORT NUMBER: MRI-ATCT-0735
		3. AIRCRAFT IDENTIFICATION AND TYPE: N 18699, C150	
4. LOCATION OF ACCIDENT/INCIDENT: Anchorage, AK	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 24 AUG 2013 2336Z	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): JOHN PAUL STOKKE JP	8. TITLE: AIR TRAFFIC CONTROL SPECIALIST	9. POSITION AND TIME (UTC): FD 2329-2354 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-XX, 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 WAS WORKING FLIGHT DATA POSITION WHEN N18699 IMPACTED THE GROUND. I INITIATED AN ALERT 3 WITH ANCHORAGE FIRE DEPARTMENT AND COORDINATED MOVEMENTS WITH ARFF & AMO.</p> <p>EOS</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 25 AUG 2013	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: MERRILL FIELD ATCT	2. REPORT NUMBER:
		3. AIRCRAFT IDENTIFICATION AND TYPE: N18699	
4. LOCATION OF ACCIDENT/INCIDENT: MERRILL FIELD, ANCHORAGE, AK	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC) 8/24/2013 2343 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): SHERRY STRIZAK (SS)	8. TITLE: AIR TRAFFIC CONTROL SPECIALIST	9. POSITION AND TIME (UTC) OS/CIC 2238-0006 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-XX, 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>			
<p>11. TEXT OF STATEMENT: <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL</p> <p>N18699 REPORTED INBOUND FROM THE NORTHWEST. ON RIGHT DOWNWIND FOR RUNWAY 25 LOCAL CONTROL 1 INSTRUCTED N18699 TO FOLLOW TRAFFIC ON 2 MILE FINAL FOR RUNWAY 25. N18699 CORRECTLY READ BACK INSTRUCTIONS AND REPORTED TRAFFIC IN SIGHT. N18699 WAS CLEARED TO LAND ON RUNWAY 25. N18699 APPEARED TO MAKE A NORMAL APPROACH TO RUNWAY 25. OVER THE RUNWAY 25 NUMBERS N18699 APPEARED HIGH ON FINAL AS IF GOING AROUND. HOWEVER, N18699 DID NOT STATE HE WAS GOING AROUND. LOCAL CONTROL 1 TOLD N18699 TO GO AROUND TWICE. N18699 DID NOT RESPOND TO THE GO AROUND INSTRUCTIONS. N18699 APPEARED TO GO AROUND. OFF THE DEPARTURE END OF RUNWAY 25 N18699 THEN APPEARED TO ATTEMPT A LEFT TEARDROP TO THE RUNWAY (RUNWAY 7). AS N18699 WAS TURNING TO THE LEFT THE AIRCRAFT APPEARED TO STALL AND CRASH OFF THE SOUTH DEPARTURE END OF RUNWAY 25. ALL PERSONNEL WORKED TO ENSURE EMERGENCY PERSONNEL RESPONDED TO THE CRASH SITE AS QUICKLY AS POSSIBLE WHILE ENSURING THE SAFETY OF ALL OTHER TRAFFIC IN THE MERRILL FIELD AIRSPACE.</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 8/25/2013	

FAA Form 8020-26 (03-05)

MRI-ATCT-0735

N18699