



<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: <i>Anchorage ARTCC</i>	2. REPORT NUMBER: <i>ZAN-ARTCC 0150-158</i>
		3. AIRCRAFT IDENTIFICATION AND TYPE: <i>N104XX L39</i>	
4. LOCATION OF ACCIDENT/INCIDENT: <i>Ketchikan, Alaska</i>	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): <i>1-25-2006 21:52</i>	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): <i>LCAI Jones (LJ)</i>	8. TITLE: <i>Chief Pilot 214106 ATCS</i>	9. POSITION AND TIME (UTC): <i>R8 2149 - 2323 UTC</i>	
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 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. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>I was working the R8 position when KTN FSS called to advise N104XX apparently crashed. I immediately notified the supervisor. I do not remember what the various settings of the operational <sup>AL</sup> equipment were at the time of the accident.</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: <i>1-25-06</i>	

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>		1. NAME OF REPORTING FACILITY: Anchorage ARTCC	2. REPORT NUMBER: ZAN-ARTCC-0150
<b>PERSONNEL STATEMENT</b>		3. AIRCRAFT IDENTIFICATION AND TYPE: N104XX, L39	
4. LOCATION OF ACCIDENT/INCIDENT: Ketchikan, Alaska	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): January 25, 2006, 2152 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): William Schwaab (KS)	8. TITLE: SATCS	9. POSITION AND TIME (UTC): E2/WC 2133-2246 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 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. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p><i>I was working as the South Area Operations Supervisor and was notified by the R/D 8 CPC that N104XX was reported to have "crashed" at KTN by the Ketchikan FSS Specialist. I took the flight strip to the STMCIC, for N104XX, and advised him that the aircraft had "crashed" at KTN, while on an IFR approach procedure. I called KTN FSS to verify that they had personal knowledge of the accident and they replied they could see it burning on the town side, which is across the harbor from the airport.</i></p>			
12. SIGNATURE OF WITNESS: <i>[Signature]</i>		13. DATE OF SIGNATURE: 3/27/2006	

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Sitka FSS	2. REPORT NUMBER: ZAN-ARTCC-0150
		3. AIRCRAFT IDENTIFICATION AND TYPE: N104XX, L39	
4. LOCATION OF ACCIDENT/INCIDENT: Ketchikan, AK	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): January 25, 2006, 2150 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Dennis L. Kohanyi (DK)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): Inflight 2, 1500-2240 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:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>I RECEIVED A CALL AT 1610 UTC ON THE INFLIGHT2 PHONE FROM THE PILOT OF N104XX. HE REQUESTED THE WEATHER AT SITKA, KETCHIKAN BELLINGHAM, WA, AND THE FORECAST WINDS ALOFT FROM SITKA TO BELLINGHAM. I PROVIDED HIM WITH THE INFORMATION THAT HE REQUESTED.</p> <p>THE PILOT OF N104XX CALLED AGAIN AT 1855 UTC. HE REQUESTED CURRENT CONDITIONS AT KETCHIKAN. I PROVIDED HIM WITH AN ABBREVIATED WEATHER BRIEF.</p> <p>AT 2041 UTC, N104XX REPORTED TAXIING FROM THE RAMP AT AERO SERVICES TO TAXIWAY ALPHA. I PROVIDED HIM WITH AN AIRPORT ADVISORY. THERE WAS A COAST GUARD HELICOPTER DOING TOUCH-AND-GOS IN THE PATTERN. THE HELO EXTENDED ITS DOWNWIND LEG TO ALLOW N104XX TO BACKTAXI THE FULL LENGTH OF THE RUNWAY, AND THEN DEPART TO THE WEST. N104XX REPORTED HIS DEPARTURE AT 2047 UTC, AND STATED HE WAS SOUTHEAST BOUND. HE DID NOT FILE A FLIGHT PLAN.</p> <p>ALL PHONES AND RADIOS WERE COMBINED AT THE INFLIGHT2 POSITION FOR THE ENTIRE SHIFT.</p>			
12. SIGNATURE OF WITNESS: <i>DENNIS KOHANYI</i>		13. DATE OF SIGNATURE: 04 FEB 2006	

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
KETCHIKAN FLIGHT SERVICE STATION

**ACTION:** Complete in accordance with FAA Order 8020.11, Paragraph 75, 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, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or 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 accident involving N104XX at KETCHIKAN, ALASKA,  
at APPROX 2148 UTC. My name is PAUL HOVIK (PH). I am  
employed as an ATIS by the FAA at the KETCHIKAN FLIGHT SERVICE STN. I was  
working the IF1 position from 2137 UTC to 0054 UTC.

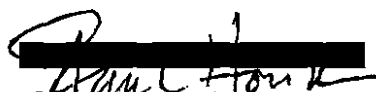
**Text of statement:**

UPON RELIEVING MY COWORKER @ 2137 WITH N104XX ON APPROX,  
I LOOKED UP HIS TYPE AND DETERMINED THAT HE WAS A MILITARY-TYPE  
2 SEAT JET.

AT INITIAL CONTACT THE PILOT REPORTED LEAVING SEVEN THOUSAND FEET.  
I VERIFIED THAT HE HAD THE CURRENT ATIS (H) AND TOLD HIM  
TO REPORT REACHING THE FINAL APPROACH FIX AT 11 DME.

THE PILOT OF N104XX DID REPORT THE 11 DME FIX; I  
ISSUED AN AIRPORT ADVISORY AND AN ADDITIONAL CAUTIONARY  
STATEMENT THAT I DID NOT BELIEVE CONDITIONS WERE FAVORABLE  
FOR A CONTACT APPROACH, CALLING TO LAND RY 29.

I certify, to the best of my knowledge and recollection, the above statement is correct.

  
Signature and Date

1/25/06



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

1. NAME OF REPORTING FACILITY: Ketchikan FSS  
2. REPORT NUMBER: ZAN-ARTCC-150-0150  
3. AIRCRAFT IDENTIFICATION AND TYPE: N104XX, L39

4. LOCATION OF ACCIDENT/INCIDENT: Ketchikan, AK  
5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): January 25, 2006, 2150 UTC  
6. EQUIPMENT ATTACHMENT:  YES  NO

7. NAME (OPERATING INITIALS): Paul Hovik (PH)  
8. TITLE: ATCS  
9. POSITION AND TIME (UTC): In-flight 1, 2137-0054 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

THIS INFORMATION IS PROVIDED TO SUPPLEMENT MY ORIGINAL WRITTEN STATEMENT (SEE ATTACHED) DATED 1/25/06 AND IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE.

EQUIPMENT CONFIGURATION: ALL EQUIPMENT FUNCTIONING NORMALLY. AS STATED ON TAPE, BOTH RWY LIGHTS AND APPROACH LIGHTS WERE ON MAXIMUM INTENSITY.

I ISSUED A RECOMMENDATION TO THE PILOT OF N104XX TO MAKE AN IMMEDIATE CLIMB AND EXECUTE A MISSED APPROACH, FOLLOWED BY AN ALTIMETER SETTING, AFTER THE PILOT OF N270PA (A TURBINE OTTER THAT HAD JUST LANDED ON THE WATER AT PENINSULA POINT SPB) REPORTED THE POSITION OF N104XX AS OVER THE WATER BY THE NARROWS - APPROX 1 NM NW, WHICH INDICATED TO ME THAT N104XX WAS OFF COURSE AND IN POTENTIAL DANGER.

12. SIGNATURE OF WITNESS: [Redacted]  
13. DATE OF SIGNATURE: 2/2/06