



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

1. Name of Reporting Facility: Flagstaff FCT	2. Report Number: FLG-FCT-0040
3. Aircraft Identification and Type: N999PK, BE36	

4. Location of Accident/Incident:
FLAGSTAFF, AZ

5. Date/Time of Accident/Incident (UTC):
May 28, 2013; 1843 UTC

6. Name (Operating Initials):
Bruce Owen Wyres (WB)

7. Title:
ATCS

8. Position and Time (UTC):
GC GC 1819-2009 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

AT APPROXIMATELY 1825 UTC THE PILOT OF BONANZA N999PK CALLED FOR TAXI. I TAXIED THE AIRCRAFT TO RUNWAY 21. AFTER TAXIING THE PILOT OF N999PK STATED HE DID NOT REALIZE THERE WASN'T A RUNUP AREA NEAR THE END OF THE TAXIWAY, AND THAT HE MIGHT BE BLOCKING THE TAXIWAY. I REDOUTED AN AIRCRAFT THAT WAS TAXIING BEHIND N999PK TO AN INTERSECTION. THERE WAS NO FURTHER COMMUNICATION WITH N999PK WITH ME AT GROUND CONTROL.

11. Signature of Witness:
[Signature]

12. Date of Signature:
6/20/2013



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6. Name (Operating Initials): John Adam Forsyth (FH)	7. Title: ATCS
8. Position and Time (UTC): LC LC 1819-2009 UTC	

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FLAGSTAFF, AZ

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COMMENT NO COMMENT

Bonanza N999PK called on taxiway A-1 ready for a RY21 departure headed to Tuba City. I cleared N999PK for takeoff and issued the wind. The pilot then asked which direction to turn. I replied to turn left. A subsequent departing Cessna reported that the Bonanza was low. I asked the pilot of N999PK if he needed assistance. The pilot replied he was climbing very slowly and would stay close to the airport. A few seconds later the Cessna reported the Bonanza had crashed. I immediately alerted Airport emergency response.

11. Signature of Witness: 	12. Date of Signature: 6-4-2013
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