



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:
Prescott FCF/AFSS

2. REPORT NUMBER:
PRC-FCF/AFSS-0032

3. AIRCRAFT IDENTIFICATION AND TYPE:
N128CM, PC12

4. LOCATION OF ACCIDENT/INCIDENT:
Butte, MT

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
March 22, 2009, 1810 UTC
3:13 PM 03-24-09

6. EQUIPMENT ATTACHMENT:
 YES NO

7. NAME (OPERATING INITIALS):
Courtney M. Sessions (CM)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
WS086 PF 0025-0422 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.

ORIGINAL SUPPLEMENTAL

11. TEXT OF STATEMENT:

The pilot called to file three IFR Flight plans. One from KREI to KVCB, then KVCB to KOVE, and the last from KOVE to KBZN. Once the flight plans ^{were @ 0402-09} were in the system I asked if there was anything else he needed. He said no that he would call back for a weather brief in the morning. He did ask for me to check Notams. I gave him what he asked for and asked if there was anything else I could do for him, he said no and that was the end of the brief.

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

I do not remember what the various settings of the operational equipment ^{were @ 0402-09} were at the time of the accident.

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:
April 02, 2009



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

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Prescott FCF/AFSS

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3. AIRCRAFT IDENTIFICATION AND TYPE:
N128CM, PC12

4. LOCATION OF ACCIDENT/INCIDENT:
Butte, MT

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
March 22, 2009, 1810 UTC *4/2/09*

6. EQUIPMENT ATTACHMENT:
 YES NO

7. NAME (OPERATING INITIALS):
Dennis S. Robbins (VV)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
WS017 FW 1240-1724 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



WHILE WORKING SEATTLE/OAKLAND FLIGHT WATCH I WAS CONTACTED BY N128CM. AIRCRAFT WAS ON A FLIGHT FROM REDLANDS, CA TO VACAVILLE, CA REQUESTING TRAVIS AFB, CAICO, CA, & ^{Bozeman, MT} ~~BOZEMAN, MT~~. CURRENT & FORECASTED WEATHER. I SUPPLIED THE PILOT WITH THE WEATHER AVAILABLE AND ADVISED HIM OF ADDITIONAL AIRMET & CONVECTIVE SIGMETS THAT ^{WERE DR 4/3/9} ~~WERE~~ ALONG HIS ROUTE. THE PILOT ^{THEN, DR 4/3/9} ~~THAT~~ GAVE ME A PILOT REPORT FOR HIS CURRENT ^{POSITION, DR 4/3/9} ~~POSITION~~.

I CERTIFY, TO THE BEST OF MY KNOWLEDGE AND RECOLLECTION, THE ABOVE STATEMENT IS CORRECT.

I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:
04/03/2009

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Prescott FCF/AFSS	2. REPORT NUMBER: PRC-FCF/AFSS-0032
		3. AIRCRAFT IDENTIFICATION AND TYPE: N128CM, PC12	
4. LOCATION OF ACCIDENT/INCIDENT: Butte, MT	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): March 22, 2009, 1810 UTC 2028 4-15-07	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Allen R. Pratt (AP)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): WS015 FW 1155-1947 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 N128cm called Flight watch in the vicinity of Battle Mountain requesting the current and forecast Bozeman MT. weather, with a pilot report to follow. The requested weather and forecast were provided along with a brief synopsis of the enroute conditions. The pilot report was copied and read back, and the Airmets were summarized to the pilot and details offered.			
I certify, to the best of My knowledge and recollection, the above statement is correct.			
I do not remember what the various settings of operational equipment were at the time of the accident.			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: April 3, 2009	