

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
MILWAUKEE TIMMERMAN AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11B, Paragraph 75, Personnel Statements.

REVIEW VOICE RECORDINGS AND THE INTERVIEW STATEMENT INFORMATION ON THE BACK OF THIS FORM PRIOR TO COMPLETING THIS STATEMENT.

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 **hand-printed and signed by you, in ink**. 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 incident (circle one) involving N425KJ (ACID[s]) at MILWAUKEE (City), WI (State), at 7/29/15 (date) 2310 UTC.

My name is ARTHUR P CUEVAS (CU) (initials).

I am employed as an: (check one) ☒ Certified Professional Controller ☐ Air Traffic Manager

by Midwest Air Traffic Control Services at the Timmerman Airport Traffic Control Tower, Milwaukee, Wisconsin.

I was working the LC/FD/GC position from 2058 UTC to 0200 UTC.

Text of statement:

I cleared N425KJ for 33R about 6 or 7 miles east of the airport. N425KJ requested a wind check on a 3 mile final in which I told him was 230 @ 10. On touch down the wheels screeched longer than normal then the aircraft was airborne again. The pilot then says "go around" and I transmitted "~~N425KJ~~ N425KJ, make left close traffic."

_____(If needed, continue text on reverse side of sheet)_____

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

 7/30/15
Signature and Date

WHEN PREPARING PERSONNEL STATEMENTS REMEMBER:

- a) Statements shall be in the first person, e.g., "I am", "I saw", "I did".
- b) Provide factual information only. Opinions, conclusions, or other extraneous data shall not be included.
- c) **For aircraft accidents only** – Include a narrative on the lines below of the operational equipment configuration in use at the time of the aircraft accident.

Text of statement (continued) / Operational Equipment Configuration:

I heard N425KJ power up and execute a climbing left turn out. The aircraft ~~was~~^{as} appeared to be stalled out during the turn before plummeting to the ground left wing first.

INTERVIEW STATEMENT (Appendix 9 of FAAO 7210.56C)

- a. It is the duty and requirement of every employee to give, orally and/or in writing as directed, to any supervisor or DOT official conducting an investigation, inquiry or hearing in the interest of the agency, complete and truthful information and testimony pertaining to all matters in which queried.
- b. When directed by the Administrator (or his/her authorized representative), an employee shall take an oath or make an affirmation about his/her testimony or written statement before an agent authorized by law to administer oaths, and the employee shall, if requested, sign his/her name to the transcript of testimony, affidavit or written statement which the employee provided. No employee may refuse to testify or provide information pertinent to matters under investigation or inquiry.
- c. All employees must give complete and truthful information in response to requests received from Congress, the General Accounting Office, the Office of the Inspector General, the Office of Personnel Management or other duly authorized investigative bodies, regarding matters under their jurisdiction. It is FAA policy to cooperate with such bodies in the public interest. Employees must notify their supervisor, or their second-level supervisor if the inquiry concerns the first-line supervisor, of any such request.