

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility Roanoke ATCT	2. Report Number ROA-ATCT-0079
		3. Aircraft Identification and Type N3963Y, C210	
4. Location of Accident/Incident Altavista, VA		5. Date/Time of Accident/Incident (UTC) April 23, 2011, 0146 UTC	
6. Name (Operating Initials) Jerome L. Davis (DJ)	7. Title ATCS	8. Position and Time (UTC) LWR AP 0030-0149 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. TYPE OF STATEMENT: ☒ ORIGINAL ☐ SUPPLEMENTAL ☒ COMMENT ☐ NO COMMENT N3963Y was being vectored for the ILS 4 at LYH airport. LYH tower called & requested a release on PNT 4274/DH8C off Rwy 22 with metering time to CLT. I vectored N63Y on a eastbound heading to make a hole for the departing DH8C. Once the DH8C was airborne I continued vectors for the ILS 4 approach & cleared N63Y. Once I observed N63Y established on the approach approach I switched him to LYH tower. Approximately 3 minutes later LYH tower called & advised me that N63Y was going around due to some equipment problems. N63Y came back to me & I proceeded to vector him for an additional ILS 4 approach. Once I started the vectors I observed N63Y having trouble maintaining altitude & issued a low altitude alert. I continued to vector N63Y for the approach, once turned inbound I observed him at 900ft approximately 3 miles south of LYH. At this point I told N63Y to climb immediately. I then tried to get N63Y established on the GPS 4 inbound to LYH with hopes of having him up on final then stepping him down on the approach. It appeared that N63Y was continually becoming more disoriented during this process & requested to hold to get his equipment taken care of.			
11. Signature of Witness 		12. Date of Signature 4/22/11	

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4. Location of Accident/Incident Altavista, VA		5. Date/Time of Accident/Incident (UTC) April 23, 2011, 0146 UTC	
6. Name (Operating Initials) Jerome L. Davis (DJ)	7. Title ATCS	8. Position and Time (UTC) LWR AP 0030-0149 UTC	
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10. FORM OF STATEMENT: ☒ ORIGINAL ☐ SUPPLEMENTAL ☒ COMMENT ☐ NO COMMENT		I allowed N63Y to fly as needed at or above 2800 ft. until he got back oriented & figured out what he wanted to fly next. N63Y then requested to fly on a 180 heading prior to vectors for another approach. During this I was coordinating looking for an airport with VMC conditions to possibly send N63Y to. I then requested observed N63Y at 1900ft approximately 20 miles south of LYH airport & I issued another low altitude alert. N63Y was unresponsive. I last observed the target target at 0146Z	
11. Signature of Witness 		12. Date of Signature 4/22/11	

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4. Location of Accident Incident Altavista, VA		5. Date/Time of Accident Incident (UTC) April 23, 2011, 0146 UTC	
6. Name (Operating Initials) Eric R. Jantz (EP)	7. Title ATCS	8. Position and Time (UTC) ER AP 0022-0301 UTC	
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10. TYPE OF STATEMENT:		☒ ORIGINAL ☐ SUPPLEMENTAL ☒ COMMENT ☐ NO COMMENT	
ON APRIL 23, 2011 I WORKED THE ROANOKE EAST RADAR POSITION. I WAS NOTIFIED ABOUT THE AIR CRAFT IN QUESTION. I CALLED GSO IN AN EFFORT TO HELP THE LYNH CONTROLLER IN FINDING AN AIRPORT THAT WAS VFR. ONCE THE RADAR TARGET WAS LOST I CALLED CHARLIE SCHROEDER AND ADVISED HIM OF THE INCIDENT. THE ABOVE STATEMENT IS TRUE AND FACTUAL TO THE BEST OF MY KNOWLEDGE, BASED ON THE INFORMATION AVAILABLE TO ME AT THIS TIME.			
11. Signature of Witness 		12. Date of Signature 17 MAY 2011	

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