



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:

VGIT

2. Report Number:

3. Aircraft Identification and Type:

N6152M

4. Location of Accident/Incident:

5. Date/Time of Accident/Incident (UTC):

7/25/2015

2335Z

6. Name (Operating Initials):

LAUER, ANDREW EZ

7. Title:

CPC

8. Position and Time (UTC):

LCI

2335Z

9. Complete in accordance with FAA Order JO 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

Working LCI. Cleared N6152M for takeoff RWY 12R. 4000 Feet and airborne N52M started to level off. Pilot stated that he needed to land "Runway 30" Seeing he was still in critical phase of flight and having issues. As well as not knowing which "30" he would actually land on. I told N6152M "Do what you need to do". Not wanting to take his focus from flying. He then made left turn and started losing altitude. Seeing that he could not make a ~~runway~~ runway he started for the East Ramp. N52M Landed, Crashed threw airport fence, ~~into~~ flipped head over into the road leading to VGIT Tower. Crash Phone activated. I ~~kept~~ kept Runways clear as I crossed county Mobils from west side to East Ramp. Nothing more to report.

11. Signature of Witness:

12. Date of Signature:

7/25/2015



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:

VGT

2. Report Number:

3. Aircraft Identification and Type:

NG152M / STINSON 108-3

4. Location of Accident/Incident:

VGT

5. Date/Time of Accident/Incident (UTC):

7/25/15 2335Z

6. Name (Operating Initials):

DAVID WEBRE (XL)

7. Title:

AIR TRAFFIC CONTROL

8. Position and Time (UTC):

GC/CIC 2335Z

9. Complete in accordance with FAA Order JO 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

WORKING GC/CIC COMBINED. I OBSERVED N52W MAKE A SHARP TURN AT LOW ALTITUDE AFTER DEPARTING RWY 12R. PILOT WAS ATTEMPTING TO LAND ON EAST RAMP AND HIT FENCE AND FLIPPED OVER ON TO ROAD JUST EAST OF THE TOWER. I RANG CRASH PHONE AND BEGAN NOTIFYING ALL AUTHORITIES LISTED ON 8020-3.

11. Signature of Witness:

12. Date of Signature:

7/25/15