

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				REPORT DATE April 12, 2016		REPORT NO. HHR-FCT-0002	
REPORT OF AIRCRAFT ACCIDENT				NAME OF REPORTING FACILITY Hawthorne FCT (HHR)			
1. AIRCRAFT IDENTIFICATION AND TYPE N670EM, XT912		2. DATE/TIME OF ACCIDENT (UTC) March 21, 2016, 1859 UTC		3. LOCATION OF ACCIDENT (MANDATORY) Hawthorne, CA; 120th Street north of Hawthorne Airport			
				LATITUDE/LONGITUDE (OPTIONAL) Unknown			
4. NATURE OF ACCIDENT CRASH				5. TYPE OF FLIGHT No Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Erin Storm	Pilot	Los Angeles, CA			X	
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT 0	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 0		
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Top of Airport Fence bobwire portion now missing.				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT HAWTHORNE METAR - 1853 UTC: wind variable at three knots, visibility one zero statute miles, two thousand four hundred scattered, temperature one eight, dew point one one, altimeter three zero one five						
	FIRST REPORT SUBSEQUENT TO ACCIDENT HAWTHORNE METAR - 1953 UTC: wind calm, visibility one zero statute miles, clear, temperature one nine, dew point one one, altimeter three zero one two						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
	(RD)	HHR FCT	GROUND GC			X	
	(PY)	HHR FCT	LOCAL LC			X	
	(KJ)	HHR FCT	CIC N-A			X	
* OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER 							
FAA Form 8020-6 (12-14) Supersedes Previous Edition Electronic Version							

HHR-FCT-0002

N670EM

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 12, 2016	REPORT NO. HHR-FCT-0002
	NAME OF REPORTING FACILITY Hawthorne FCT (HHR)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
March 21, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1847 N670EM CALLED HHR GROUND CONTROL FOR TAXI TO RUNWAY 25 RUN UP AND REPORTED INFORMATION LIMA. HHR GROUND CONTROL TAXIED N670EM TO RUNWAY 25 RUN UP VIA TAXIWAY SIERRA.

1852 N670EM CALLED HHR GROUND CONTROL FOR TAXI TO RUNWAY 25. HHR GROUND CONTROL TAXIED N670EM TO RUNWAY 25 VIA SIERRA TAXIWAY.

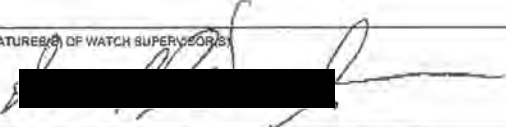
1857 N670EM CALLED HHR TOWER FOR VFR PATTERN WORK RUNWAY 25.

1858 HHR TOWER INSTRUCTED N670EM TO HOLD SHORT RUNWAY 25. N670EM READ BACK HOLD SHORT INSTRUCTIONS.

1859 HHR TOWER CLEARED N670EM FOR TAKE OFF AND INSTRUCTED N0EM TO MAKE LEFT CLOSED TRAFFIC.

1900 HHR TOWER ADVISES OVER THE FREQUENCY EMERGENCY SERVICES ARE ON THE WAY. HHR GROUND CONTROL CAN BE HEARD IN THE BACKGROUND OF HHR LOCAL FREQUENCY SAYING ONE PERSON ONBOARD 120TH STREET.

No More Follows

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 1
				DATE Mar 21, 2016
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY
Hawthorne, CA	HHR	ATCT	CIC	AIR TRAFFIC MANAGER Gary Avery
UTC TIME	REMARKS			
1300	R. DAVIS ON. RWY25, IFR. LAX WEST, IFR. CRASH PHONE CHECK L/C. S1/T1/1500. WCLC. CFPL: TWO MIN OVERLAP WAIVED DUE TO STAFFING. CFPL: GENERATOR OTS (DL), ORIGINALLY OUT ON AUG 12, 2015 CFPL: TOWER PEDESTRIAN GATE SECURITY CAMERA UNUSABLE. SOC NTFYD. EG CFPL: TECH OPS PROVIDED LIGHT GUNS TO TEMPORARILY REPLACE OTS LIGHT GUNS AND REMOVED THE OTS LIGHT GUNS FOR TROUBLESHOOTING. -- RD			
1556	K. COX ON. -- RD			
1605	R. DAVIS ON. -- RD			
1843	K. COX ON. -- KJ			
M 1940	HHR-M-2016/03/21-0001 -- N670EM -- KJ			
2030	D. VANCE ON. -- PY			
2202	DALR DVR ALARM. SCT SOC NOTIFIED. -- PY			
2243	S. PERRY OUT OF FACILITY FOR MANDATORY POST CRASH TESTING. -- VE			
2350	AIRMETES S3/T3 VLD TILL 220300Z. BCST. -- VE			
0030	D. VANCE ON. WCLC. -- PY			
0038	S. PERRY RETURNED FROM DRUG TEST. -- PY			
E 0045	DALR DVR RTS. -- PY			
0046	S. PERRY ON. -- PY			
0139	D. VANCE ON. -- VE			
0250	AIRMET S4/T4 VLD TILL 0900Z. BCST. -- VE			
0500	COB. -- VE			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.		SIGNATURES OF WATCH SUPERVISORS 		

FAA Form 7230-4

HHR - FCT - 0002

N670EM

Air Traffic Mandatory Occurrence Report

HHR-M-2016/03/21-0001

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)								3. Time UTC				4. Significant Occurrence?													
H	H	R	2	1	0	3	2	0	1	6	1	8	5	9	☒ Yes ☐ No													
5. MOR reported by (select one): ☐ Controller providing services ☐ CIC ☐ External Facility Referral ☐ FLM ☐ Aircraft Owner/Operator ☐ Hotline (Describe in summary) ☐ Internal Facility Review ☐ Electronically Detected ☐ Other (Describe in summary)																												
Brasher warning given? ☐ Yes ☐ No Training in progress? ☐ Yes ☒ No																												
EMERGENCY MORs																												
H1. MOR type – in-flight emergency conditions involving (select one): ☐ Medical emergency ☐ Fuel quantity ☐ Inflight equipment malfunction ☐ Bird strike ☐ Pilot Disorientation ☒ Other (describe in summary) ☐ VFR in/on top IFR conditions																												
H1a. Aircraft information: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 15%;">Aircraft ID</td> <td style="width: 15%;">Aircraft type/suffix</td> <td style="width: 10%;">IFR/VFR:</td> <td style="width: 15%;">Facility communicating with A/C</td> <td style="width: 15%;">Position communicating with A/C</td> <td style="width: 20%;">Frequency</td> </tr> <tr> <td style="text-align: center;">N670EM</td> <td style="text-align: center;">LTSP</td> <td> ☐ IFR ☐ VFR </td> <td style="text-align: center;">HHR</td> <td style="text-align: center;">LC</td> <td style="text-align: center;">121.1</td> </tr> </table>																	Aircraft ID	Aircraft type/suffix	IFR/VFR:	Facility communicating with A/C	Position communicating with A/C	Frequency	N670EM	LTSP	☐ IFR ☐ VFR	HHR	LC	121.1
Aircraft ID	Aircraft type/suffix	IFR/VFR:	Facility communicating with A/C	Position communicating with A/C	Frequency																							
N670EM	LTSP	☐ IFR ☐ VFR	HHR	LC	121.1																							
H1b. Malfunctioning equipment component: Only complete for mechanical MORs					H1c. Passenger or crew condition: Only complete for medical MORs					H1d. Medical assistance aboard: ☐ Yes ☐ No ☐ Unknown																		
H2. MOR type – in-flight security conditions involving (select one): ☐ Laser light illumination ☐ Hijack ☐ Bomb threat																												
H2b. Nearest major city: Only complete for laser light illuminations					H2c. Altitude: 			H2d. Route information: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 33%;">Departed</td> <td style="width: 33%;">Destination</td> <td style="width: 33%;">Diverted to</td> </tr> <tr> <td style="text-align: center;">HHR</td> <td style="text-align: center;">HHR</td> <td></td> </tr> </table>									Departed	Destination	Diverted to	HHR	HHR							
Departed	Destination	Diverted to																										
HHR	HHR																											
H2e. Location (lat/long or fix/radial distance): 					H2f. Time DEN notified (UTC): <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> </tr> </table>																							

HHR-FCT-0002
N670EM

Air Traffic Mandatory Occurrence Report

HHR-M-2016/03/21-0001

SUMMARY

J1. Summary – provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

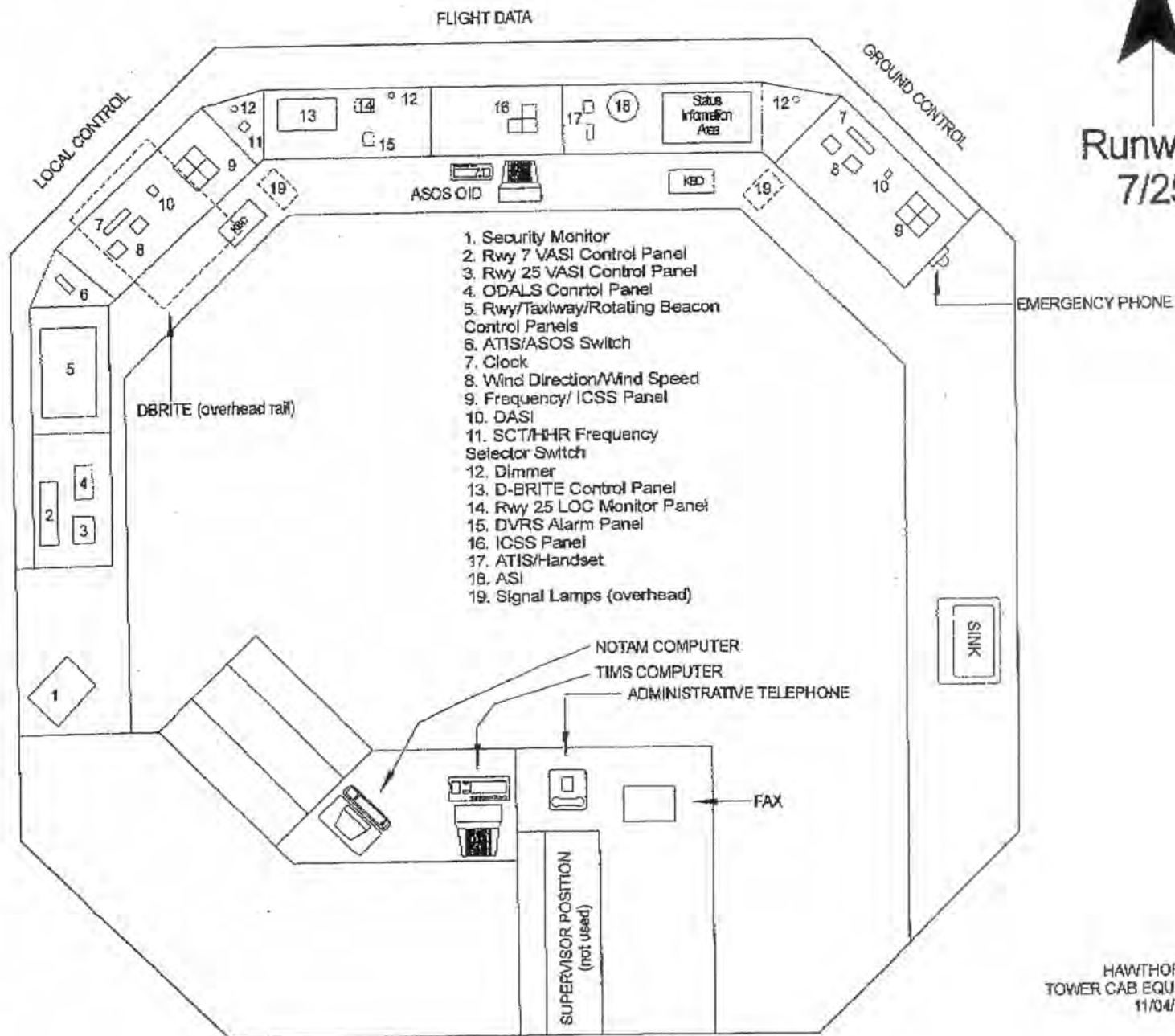
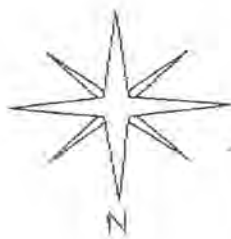
N670EM DEPARTED RY25 AND BECAME AIRBORNE WITHIN 500 FEET. THE AIRCRAFT MADE A VIOLENT TURN TO THE RIGHT AND CRASHED OFF AIRPORT ON 120TH STREET. ONE PERSON ON BOARD, UNKNOWN FUEL ON BOARD.

Air Traffic Mandatory Occurrence Report

HHR-M-2016/03/21-0001

SEPARATION		
Was this a loss of separation?		
☐ Yes ☐ No	Applicable Separation Rule: _____	
Separation Used: ☐ Course Divergence ☐ MARSAS ☐ Mode C Interlace ☐ Opposite Course (Report Passing) ☐ Other Facility ☐ Procedure/Waiver ☐ Report/Observe Leaving Altitude ☐ Terminal Transition ☐ Tower Visual Separation ☐ VFR Aircraft ☐ Visual Approach ☐ Visual Separation ☐ Other		
RISK ANALYSIS		
Was this a Risk Analysis Event?		
☐ Yes ☐ No	RAE Score: _____	
PILOT DEVIATION		
Was this a possible pilot deviation?		
☐ Yes ☐ No	Preliminary Number: _____	
SURFACE EVENT		
Was this a possible Surface Event?		
☐ Yes ☐ No	Classification: _____	
VEHICLE/PEDESTRIAN DEVIATION		
Was this a possible Vehicle/Pedestrian Deviation?		
☐ Yes ☐ No	Preliminary Number: _____	
NMAC		
Was this a NMAC?		
☐ Yes ☐ No	NMAC Number: _____	

NOT TO SCALE



HAWTHORNE FCT
TOWER CAB EQUIPMENT LAYOUT
11/04/2002

HHR - FCT - 0002

N670EM

Bringing service to life

serco

Memo

Date: April 12, 2016

To: Aircraft Accident File HHR-FCT-0002

From: Hawthorne Federal Contract Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N670EM
Hawthorne, CA, March 21, 2016

This transcription covers the Hawthorne Federal Contract Tower (FCT) GROUND GC position for the time period from March 21, 2016, 1817 UTC, to March 21, 2016, 1931 UTC.

Agencies Making Transmissions

Abbreviations

N670EM
Hawthorne Federal Contract Tower
Ground Control

LS670EM
HHRGC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N670EM.


Gary Avery
Air Traffic Manager
Hawthorne FCT

1817
(1818-1845)

1846

1847:00 HHRGC light sport trike six seven zero echo mike hawthorne
ground taxi to runway two five run up via sierra

1847:00 LS670EM hawthorne ground light sport trike six seven zero echo
mike i'm at the t hangar i'd like to taxi to run up i
have information lima

1849
(1850-1855)

1856

1857:00 HHRGC trike zero echo mike runway two five taxi via sierra

HHR-FCT-0002

N670EM

Page 2 of 2

1857:00 LS670EM hawthorne ground liight sport trike six seven zero echo
mike i'm at the run up i like to taxi to runway two five
alpha

1859

1900

1900:04 HHRGC hhr gc activates crash phone

1904

(1905-1930)

1931

End of Transcript

Bringing service to life

serco

Memo

Date: April 12, 2016

To: Aircraft Accident File HHR-FCT-0002

From: Hawthorne Federal Contract Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N670EM
Hawthorne, CA, March 21, 2016

This transcription covers the Hawthorne Federal Contract Tower (FCT) LOCAL LC position for the time period from March 21, 2016, 1828 UTC, to March 21, 2016, 1931 UTC.

Agencies Making Transmissions

Abbreviations

Hawthorne Federal Contract Tower Local
Control
N670EM

HHRLC
LS670EM

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N670EM.


Gary Avery
Air Traffic Manager
Hawthorne FCT

1828
(1829-1857)

1858

1858:38 HHRLC light sport trike six seven zero echo mike hawthorne tower
roger hold short runway two five

1858:38 LS670EM holding short runway two five zero echo mike

1858:38 LS670EM runway two five cleared for take off zero echo mike

1858:38 LS670EM hawthorne tower light sport trike six seven zero echo mike
i'm at runway two five intersection alpha i'd like left

HHR-FCT-0002
N670EM

Page 2 of 2

closed traffic and i want to practice touch and go's

1858:38 HHRLC trike zero echo mike left closed traffic approved runway
two five cleared for take off

1900

1900:08 HHRLC uh and emergency groups are in service trike five papa
tango you copy you see that they uh laker hawthorne one
personnel onboard one twentieth street this is laker hey
man i just had an aircraft crash onto the one twentieth
uh road so right next to the where launch off it was a
light sport trike six seven zero echo mike just crashed
so let me know when you got somebody coming my way
alright okay runway is still open runway is still open
and what was the crash again you said it's a light sport
trike six seven zero echo mike alright and what was the
highway you said yeah it just went on our parallel street
man right on our perimeter she launched off man and she
went full right rudder dude i will give you a heads up be
easy alright man p y

1904
(1905-1930)
1931

End of Transcript



FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Identification

N670EM

Date

9/21/16

Airport

Hawthorne FCT
(HHR)

The order and number of calls will be determined by the situation involved.

	Phone No.	Time	Initials	
			Caller	Recipient
Airport Emergency Equipment	911	1859	RD	911
Additional Emergency Equipment	911			
Search and Rescue				
*Washington Operations Center (WOC)		1912	KJ	NW
Regional Operations Center (ROC)		1910	KJ	AW
Domestic Events Network		1912	KJ	NW
Air Traffic Manager Gary Avery		1911	PD	CA
Flight Standards District Office (FSDO)	Notified by ROC			
System Safety Investigations	Notified by QCG			
National Transportation Safety Board (NTSB)	Notified by ROC			
System Maintenance Organization Manager				
Law Enforcement	911			
National Weather Service (NWS)				
Military Authority				
Airport Authority		1902	KJ	JOE
Aircraft Operator		1906	RD	HENRY
Operational Control Center (OCC)				
District Manager Doug Blaul		2025	KJ	Bill Washington
Serco Emergency Hotline		1918	KJ	Jon S. Avery
ROC FAX				
HHR - FCT - 0002				
N670EM				

Form Updated by (Name, Title, Facility): Gary Avery, ATM, HHR FCT

Date:

3/15/2016

*Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

FAA Form 8020-3 (12-10) Supersedes Previous Edition

Electronic Version (MS Word)

HHR-FCT-0002

N670EM

Unrestricted

FAA Form 8020-26, Personnel Statement

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: <i>HHR</i>	2. Report Number: <i>HHR-FCT-0002</i>
		3. Aircraft Identification and Type: <i>N670EM XT912</i>	
4. Location of Occurrence: <i>HAWTHORNE AIRPORT, CA</i>		5. Date/Time of Occurrence (UTC): <i>21 MAR 2016 1859Z</i>	
6. Name (Operating Initials): <i>RD RENARD DAVIS</i>	7. Title: <i>AIR TRAFFIC CONTROL SAC</i>	8. Position and Time (UTC): <i>GC</i>	
9. Complete in accordance with FAA Order JO 8020.12, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 81, 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 occurrence. 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	
<i>N670EM INITIATED CONTACT WITH ME BY REQUESTING TAXI INSTRUCTIONS TO RWY 25 RUN-UP AREA; AT THAT TIME I ISSUED THE APPROPRIATE INSTRUCTIONS FOR HER TO TAXI TO RWY 25 RUN-UP AREA. SHORTLY AFTER, SHE REQUESTED TAXI INSTRUCTIONS TO RWY 25. AS I LOOKED TOWARDS THE APPROACH END OF RWY 25 I SAW THE AIRCRAFT AIRBORNE ABOUT 1000ft DOWN THE RWY MAKING A HARD RIGHT TURN HEADING DOWNWARDS AT THIS TIME I QUICKLY PICKED UP THE CRASH PHONE, WHILE RELAYING THAT THE AIRCRAFT WAS GOING DOWN, THE AIRCRAFT CRASHED ONTO 120TH STREET INTO FLAMES. I CONTINUED TO RELAY ALL INFO VIA THE CRASH PHONE.</i>			
11. Signature of Witness: <i>[Redacted]</i>		12. Date of Signature: <i>21 MAR 2016</i>	

FAA Form 8020-26 (12-14) Supersedes Previous Edition

Electronic Version

HHR - FCT - 0002

N670EM

FAA Form 8020-26, Personnel Statement

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: KHHR	2. Report Number: HHR-FCT-000
		3. Aircraft Identification and Type: N670EM XT912	
4. Location of Occurrence: 120th STREET AND AIRPORT		5. Date/Time of Occurrence (UTC): 21 MAR 2016 1859	
6. Name (Operating Initials): STEPHEN PERRY (PY)	7. Title: AIR TRAFFIC	8. Position and Time (UTC): LOCAL 1859	
9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 21, 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 occurrence. 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	
WHILE OPERATING LOCAL CONTROL (TWR FREQUENCY 121.1) AT THE ABOVE TIME, LIGHT SPORT TRIKE 670EM(N670EM) CALLED FOR DEPARTURE TO ENTER CLOSED TRAFFIC RY25. I TOLD HER TO HOLD SHORT RY25 FOR CLEARANCE. I THEN CLEARED (N670EM) FOR TAKE OFF AND SHE ACKNOWLEDGED. SHE STARTED TAKE OFF FROM FULL LENGTH AND LIFTED AIRBORNE AT INTERSECTION BRAVO. THEN STARTED A HARD RIGHT BANK AND FLEW OVER INTERSECTION CHARLIE NORTHBOUND AND CRASHED ON THE OTHER SIDE OF 120th STREET AT THE FENCE-LINE. I YELLED "GRAB THE PHONE", INTENDED FOR GROUND CONTROL POSITION, SHE TURNED AND MR DAVIS WAS ON THE RED PHONE CALLING 911 DISPATCH.			
11. Signature of Witness: 		12. Date of Signature: 3/21/16	

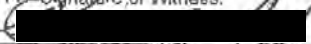
FAA Form 8020-26 (12-14) Supersedes Previous Edition

Electronic Version

HHR - FCT - 0002

N670EM

FAA Form 8020-26, Personnel Statement

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: KHHR FCT	2. Report Number: HHR-FCT-0002
4. Location of Occurrence: HAWTHORNE, CA		3. Aircraft Identification and Type: N670EM XT912	
6. Name (Operating Initials): KEVIN J. COX (KT)		5. Date/Time of Occurrence (UTC): 3/21/2016 1859	
7. Title: Air Traffic Control Specialist		8. Position and Time (UTC): 0101843-2029	
9. Complete in accordance with FAA Order JO 8020-15, 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 occurrence. 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 N670EM DEPARTED RUNWAY 25. WHEN AIRBORNE THE AIRCRAFT MADE A VIOLENT RIGHT TURN AND CRASHED ON 120TH STREET, NORTH OF THE AIRPORT PROPERTY.			
11. Signature of Witnesses: 		12. Date of Signature: 3/21/2016	

FAA Form 8020-26 (12-74) Supersedes Previous Editions

Electronic Version

HHR - FCT - 0002

N670EM