



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

August 05, 2015

REPORT NO.

ZFW-ARTCC-0245

NAME OF REPORTING FACILITY

Fort Worth ARTCC (ZFW)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

July 26, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1929 MLC-L controller requested N252G to reset transponder and squawk 2220, no response.
- 1930 MLC-L controller called N252G, no response. Controller called and requested that Razerback Approach try the aircraft again.
- 1931 N252G checked on the MLC-L sector frequency VFR level at 10,500 feet. MLC-L controller acknowledged the check on and instructed N252G to reset transponder and squawk 2220.
- 1946 MLC-L controller instructed N252G to contact Fort Worth Center on 124.87, pilot acknowledged.
- 1947 N252G checked on DEC-H sector frequency VFR level at 10,500 feet.
- 1957 N252G began descending from 10,500 feet, pilot does not advise ATC he is descending.
- 2001 N252G called center, controller did not respond, pilot called again, no response.
- 2002 N252G called center, controller responded, N252G declared emergency said he lost engine power and needed to get to an airport right away. Controller told N252G North Texas Airport (KGYI) at your 12 o'clock 15 miles, pilot responded OK we have partial power and we will try to make it. N252G requested vector, controller instructed pilot to fly heading 245. Controller advised N252G of traffic, pilot acknowledged and asked for the airport identifier, controller advised GYI.
- 2003 Controller advised N252G of the airport configuration at North Texas Airport.
- 2004 N252G requested a closer airport, controller informed pilot of the Durant Airport (KDUA), pilot requested a turn to Durant, controller told pilot to turn right direct Durant, airport is 3 to 4 o'clock 10 miles.
- 2005 N252G requested airport identifier for Durant, controller advised DUA. Controller advised N252G of a private airfield 1 mile behind the aircraft, pilot responded he wished he knew where it was.
- 2006 Controller advised pilot of the airport configuration at Durant. Controller advised N252G of minimum safe altitude in the area. Pilot asked controller where the private strip was, controller told N252G it was not close enough to get to. Controller advised pilot of the location of KGYI and KDUA airports.
- 2008 Controller called N252G, no response.



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No More Follows