



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

REPORT DATE

September 15, 2015

REPORT NO.

ZFW-ARTCC-0246

NAME OF REPORTING FACILITY

Florence ATCT (FLO)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 23, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1054 N9704Y CALLED FLO GROUND TO INQUIRE ABOUT THE ATIS FREQUENCY, HAD TROUBLE RECEIVING IT. FLO GROUND READ THE FLO WEATHER.
- 1100 N9704Y REQUEST IFR CLEARANCE TO HOT SPRINGS. FLO GROUND ISSUED THE CLEARANCE AND N9704Y READBACK. FLO GROUND ISSUED TAXI INSTRUCTIONS TO RUNWAY 19.
- 1107 N9704Y CALLED TOWER READY FOR DEPARTURE. FLO TOWER ISSUED FLY RUNWAY HEADING RUNWAY 19 CLEARED FOR TAKEOFF. N9704Y READBACK.
- 1108 FLO TOWER SWITCHED N9704Y TO FLO DEPARTURE.
- 1109 N9704Y CHECKED IN WITH FLO DEPARTURE 800 FEET FOR 2,000 FEET RUNWAY HEADING. FLO DEPARTURE ISSUED RADAR CONTACT, CLIMB TO 8,000 FEET TURN RIGHT ON COURSE. N9704Y READBACK.
- 1116 FLO ISSUED CONTACT SHAW APPROACH 125.4 TO N9704Y AND HE ACKNOWLEDGE.

No More Follows



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

REPORT DATE

September 02, 2015

REPORT NO.

ZFW-ARTCC-0246

NAME OF REPORTING FACILITY

Columbia ATCT (CAE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 23, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

1122 N9704Y checks in with Radar North (RN) level at 8000.

1147 N9704Y requests an amendment to his route of flight for weather - direct Eufaula (EUF) Montgomery (MGM) SIDON (SQS). The remainder of route unchanged.

1148 Augusta Approach (AGS) took the handoff on N9704Y therefore RN coordinated the route change with AGS. AGS approved the new route and input the change. RN clears N9704Y on the new route.

1150 RN issues N9704Y a frequency change to AGS 119.15.

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No More Follows

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|  <b>DEPARTMENT OF TRANSPORTATION<br/>FEDERAL AVIATION ADMINISTRATION</b><br><b>REPORT OF AIRCRAFT ACCIDENT</b><br><small>(Continuation Sheet)</small> | <small>REPORT DATE</small><br>September 02, 2015                | <small>REPORT NO.</small><br>ZFW-ARTCC-0246 |
|                                                                                                                                                                                                                                        | <small>NAME OF REPORTING FACILITY</small><br>Augusta ATCT (AGS) |                                             |

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 23, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
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1148 AGS Radar East (RE) accepted the automated hand off from Columbia Approach (CAE) and CAE called to coordinate a route change for N9704Y - direct Eufala, direct Montgomery, direct Sidon then as filed. RE approved the route change.

1151 N9704Y called AGS Radar East (RE) on initial contact level at 8,000 and RE issued the AGS altimeter setting.

1222 RE advised N9704Y to contact Atlanta Approach on 124.2 and N9704Y acknowledged frequency change.

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No More Follows



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

REPORT DATE

September 09, 2015

REPORT NO.

ZFW-ARTCC-0246

NAME OF REPORTING FACILITY

Atlanta TRACON (A80)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 23, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
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- 1222 N9704Y called Atlanta Approach Control Macon Sector (MCN) level at 8,000 feet. No response from MCN.
- 1224 MCN established radio contact with N9704Y and issued altimeter 30.01.
- 1252 MCN handed off N9704Y to Atlanta Approach Control Columbus Sector (CSG) on 125.5.
- 1253 N9704Y checked in with CSG level at 8,000 feet. CSG issued altimeter 30.02 and N9704Y acknowledged.
- 1305 N9704Y requested destination change to El Dorado (KELD), AR. CSG cleared N9704Y to KELD direct Montgomery direct to maintain 8,000 feet. N9704Y readback the clearance.
- 1326 CSG issued N9704Y traffic advisory one o'clock twelve miles at 7,000 feet. N9704Y acknowledged.
- 1329 CSG advised N9704Y that traffic was no longer a factor. N9704Y reported the traffic was passing behind him.
- 1334 CSG handed off N9704Y to Montgomery Approach Control on 124.0. N9704Y acknowledged.

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No More Follows



DEPARTMENT OF TRANSPORTATION  
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**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

September 08, 2015

REPORT NO.

ZFW-ARTCC-0246

NAME OF REPORTING FACILITY

Montgomery ATCT (MGM)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 23, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
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- 1335 N9704Y reports on MGM ATCT approach control frequency level at 8000'. MGM ATCT relays the Montgomery Airport altimeter setting.
- 1407 N9704Y contacts MGM ATCT approach and request a decent to 6000'. MGM ATCT clears N9704Y to descend to 6000'.
- 1410 MGM ATCT Approach switched N9704Y to Atlanta Center on 120.55.

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No More Follows



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**REPORT OF AIRCRAFT ACCIDENT**  
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REPORT DATE

September 09, 2015

REPORT NO.

ZFW-ARTCC-0246

NAME OF REPORTING FACILITY

Atlanta ARTCC (ZTL)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

August 23, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
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- 1418 N9704Y checked on the R13 frequency at 7600 feet descending to 6000 feet. R13 acknowledged and issued the Meridian altimeter. N9704Y acknowledged.
- 1426 R13 issued the Meridian altimeter. N9704Y acknowledged.
- 1428 R13 advised N704Y to contact Meridian approach on 119.2. N9704Y acknowledged.

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No More Follows



DEPARTMENT OF TRANSPORTATION  
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**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

August 31, 2015

REPORT NO.

ZFW-ARTCC-0246

NAME OF REPORTING FACILITY

Meridian RATCF (NMM)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 23, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
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1428 NMM TOOK RADAR ON N9704Y FROM ZTL

1429 N9704Y CALL NMM ON 119.2 LEVEL AT 6,000. THE CONTROLLER REPLIED WITH THE  
ALTIMETER

1500 ZME TOOK RADAR ON N9704Y.

1501 NMM TRANSFER COMMUNICATION OF N9704Y TO ZME ON 125.97.

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No More Follows



DEPARTMENT OF TRANSPORTATION  
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**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

September 02, 2015

REPORT NO.

ZFW-ARTCC-0246

NAME OF REPORTING FACILITY

Memphis ARTCC (ZME)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 23, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
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- 1502 N9704Y checked on frequency with Memphis ARTCC Kewanee Low Altitude Radar Control Position (R65) at 6,000 feet. R65 acknowledged and issued the Jackson, MS altimeter.
- 1511 R65 broadcasted hazardous weather information for AIRMETs Sierra, Tango, and Zulu.
- 1516 R65 advised N9704Y to change to frequency 132.5. N9704Y acknowledged frequency change. R65 issued the Jackson, MS altimeter.
- 1549 R65 advised N9704Y to contact Memphis ARTCC Helena Low Altitude Radar Control Position (R15) on 135.87. N9704Y acknowledged.
- 1551 N9704Y checked on frequency with R15 level 6,000 feet. R15 issued the Greenville, MS altimeter.
- 1612 R15 advised N9704Y to contact Fort Worth ARTCC on 128.2. N9704Y acknowledged the frequency change.

No More Follows



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**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

September 02, 2015

REPORT NO.

ZFW-ARTCC-0246

NAME OF REPORTING FACILITY

Fort Worth ARTCC (ZFW)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 23, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
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- 1612 N9704Y checks on Monroe Low Altitude Sector level at 6,000 feet. Pilot is issued KELD altimeter. Pilot is requested to verify if he has weather and NOTAMS and is asked which approach he is requesting.
- 1613 N9704Y acknowledges altimeter and states that he has not picked up the weather yet. N9704Y is issued KELD weather. N9704Y is asked to verify that he has NOTAMS for KELD. N9704Y replies that he does not have the NOTAMS.
- 1614 N9704Y is given NOTAMS for KELD. N9704Y acknowledges receipt of NOTAMS.
- 1615 N9704Y is asked to repeat last transmission. N9704Y acknowledges receipt of NOTAMS and reports that he is beginning to pick up the weather. N9704Y is asked to verify which approach is requested.
- 1616 N9704Y is cleared to descend at pilot's discretion 4,000 feet. N9704Y acknowledges clearance.
- 1619 Position relief briefing occurs. N9704Y requests GPS RWY 4 approach.
- 1620 N9704Y is told to expect that approach.
- 1621 N9704Y is cleared direct SIKVE intersection. N9704Y acknowledges clearance.
- 1625 N9704Y is cleared to descend at pilot's discretion 3,000 feet. N9704Y acknowledges clearance.
- 1628 Fort Worth Center weather advisory broadcasted.
- 1631 N9704Y is cleared to cross SIKVE intersection at or above 2,000 feet and is cleared RNAV GPS RWY 4 approach. N9704Y acknowledges clearance.
- 1632 N9704Y is issued weather near KELD.
- 1633 N9704Y acknowledges receipt of weather.
- 1638 N9704Y is advised to report cancellation of IFR flight plan and cleared to change to advisory frequency. N9704Y reports that he is below the clouds, has airport in sight, and will cancel his flight plan.
- 1639 N9704Y is told that IFR cancellation has been received and is told to squawk VFR and change to advisory frequency is approved. N9704Y is issued weather near KELD. N9704Y acknowledges receipt of weather.

No More Follows