

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE December 18, 2015	REPORT NO. ABQ-ATCT-0298				
		NAME OF REPORTING FACILITY Albuquerque ATCT (ABQ)					
1. AIRCRAFT IDENTIFICATION AND TYPE N2440R, C182		2. DATE/TIME OF ACCIDENT (UTC) November 16, 2015; 2000 UTC		3. LOCATION OF ACCIDENT (MANDATORY) Sandia Park, NM; 23 miles east of Double Eagle II Airport (AEG) LATITUDE/LONGITUDE (OPTIONAL) N35 09 58.2000 W106 23 03.0000			
4. NATURE OF ACCIDENT Aircraft accident involving N2440R on November 16, 2015.			5. TYPE OF FLIGHT No Flight Plan				
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Brian Moore	Pilot	Graham, TX			X	
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT 2	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 2		
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Unknown				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT ALBUQUERQUE METAR - 1952 UTC: wind two nine zero at two one, gusts two seven knots, visibility one zero statute miles, few clouds at five hundred, ceiling four thousand one hundred broken, one one thousand overcast, temperature four, dew point minus one, altimeter two nine six two						
	FIRST REPORT SUBSEQUENT TO ACCIDENT ALBUQUERQUE METAR - 2052 UTC: wind three two zero at seven knots, wind variable between two nine zero and three five zero, visibility six statute miles, light snow, ceiling four thousand six hundred broken, five thousand five hundred overcast, temperature four, dew point minus two, altimeter two nine six two						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS		
	Wendy D. Smith *(LF)	ABQ ATCT	IS AP				
	Charles L. Hathaway (OK)	ABQ ATCT	WS SI				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Leonie San Miguel							

ABQ-ATCT-0298
N2440R

Electronic Version



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

December 8, 2015

REPORT NO.

AEG-FCT-0013

NAME OF REPORTING FACILITY

Double Eagle II FCT (AEG)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 16, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1952 N2440R called Local Control and advised he was descending out of 13,000. He was trying to get over weather, but was not successful and he was between layers. He advised he would need to shoot the ILS. LC queried his position. N2440R advised he was east and probably less than 5 miles. LC advised N2440R he needed to contact Albuquerque Approach (ABQ) on 123.9 and they could give him a short range IFR clearance. N2440R asked LC for the frequency of the ILS so he would not have to dig through stuff as it was bumpy. LC provided the localizer frequency 110.1.
- 1953 N2440R acknowledged and requested the frequency for ABQ. LC issued the ABQ frequency as 123.9. N2440R acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 22, 2015	REPORT NO. ABQ-ATCT-0298
	NAME OF REPORTING FACILITY Albuquerque ATCT (ABQ)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 16, 2015

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1952 N2440R called Albuquerque Airport Traffic Control Tower Sector 1S (ABQ-1S). ABQ-1S responded with the call sign.

1953 N2440R stated they were 5 miles east of Double Eagle II (AEG) airport and requested the ILS approach to AEG. ABQ-1S issues beacon code 0461 and to ident.

1954 ABQ-1S advised N2440R that 0461 was not observed and could they ident. N2440R advised they were trying.

1955 ABQ-1S asked N2440R their departure point. N2440R advised they were from Texas. ABQ-1S asked if N2440R knows their current position. N2440R advises they have ground contact but do not know where they are. (The transmissions from N2440R become broken at this time.)

1956 ABQ-1S asked Envoy 3058 (ENY3058) to relay transmissions for ABQ-1S and ask N2440R if they know where they are and if they are familiar with the terrain in the Albuquerque area. ENY3058 advised ABQ-1S the pilot of N2440R does not know their position. (Albuquerque Airport Traffic Control Tower Sector WS (ABQ-WS) starts to monitor the situation from the Albuquerque Airport Traffic Control Tower Sector 1N (ABQ-1N) position.)

1957 ABQ-1S asked ENY3058 to pass the current altimeter to N2440R. N2440R stated the weather was bad. ABQ-1N called Albuquerque Enroute Traffic Control Center Sector 17 (ZAB-17) and advised them we have a lost aircraft. We were trying to get a hold of the aircraft who didn't know where he was. We issued the aircraft a beacon code of 0461 but we hadn't seen it, do they? ZAB-17 confirmed the code and then advised ABQ-1N they didn't see it in their airspace. ABQ-1N told ZAB-17 they had just found out he was inbound from Texas, so ZAB 17 advised ABQ-1N to call Albuquerque Enroute Traffic Control Center Sector 94 (ZAB-94).

1958 ABQ-1S asked ENY3058 to ask N2440R what airport they had departed from. N2440R stated he was having a tough time getting out of the weather. (This was the last transmission heard by ENY3058 and ABQ-1S from N2440R.) ABQ-1N called ZAB-94 and explained we had a lost aircraft. The pilot had stated he didn't know where he was and he was caught in weather. We had issued the pilot a beacon code of 0461 and could ZAB-94 see the code? ZAB-94 stated they could see the beacon code on the other side of the Sandia Mountains headed towards the north. ABQ-1N acknowledged that ZAB-94 saw the beacon code on the east side of the Sandia Mountains, which ZAB-94 confirmed. ABQ-1N asked ZAB-94 if the aircraft was in their airspace or Albuquerque Enroute Traffic Control Center Sector 16's (ZAB-16) airspace, to which ZAB-94 responded that the aircraft was in ZAB-16's airspace and headed towards the weather. ABQ-1N advised they would call ZAB-16.

1959 ABQ-1S asked ENY3058 to inform N2440R that they are east of the mountains and that they needed to be at 11500 feet to clear the terrain. ABQ-1N called ZAB-16 and advised them we had an aircraft which was inbound from Texas, the pilot had

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 22, 2015	REPORT NO. ABQ-ATCT-0298
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14. CHRONOLOGICAL SUMMARY OF FLIGHT

stated he didn't know where he was and he was caught in weather. We had talked to ZAB-94 and they had seen the beacon of 0461 approaching ZAB-16's airspace on the east side of the Sandias. ZAB-16 advised from what they saw he was just about to pass over the Sandia's. ABQ-1N responded by telling ZAB-16 they did not have radar on the aircraft and didn't know why. ABQ-1N asked if they could transfer the aircraft to ZAB-16, ZAB-16 responded in the positive and ABQ-1N stated they were going to try it. The pilot had stated he was kind of trapped and ZAB-1N would try and switch him. ABQ-1S then asked ENY3058 to have N2440R contact Albuquerque Enroute Traffic Control Center Sector 16 on 132.8. There was no response from N2440R heard by the ABQ-1S.

2000 ENY3058 advises ABQ-1S they did not hear a response from N2440R.

2001 ABQ-1N asked DELTA 2115 (DAL2115) if they could relay to N2440R to contact center on 132.8. DAL2115 advised he will try. DAL2115 tried twice calling N2440R. DAL2115 advised ABQ-1N there was no response.

2002 ABQ-1S called ZAB-16 and advised them we had tried to switch N2440R to ZAB-16's frequency with no response. ZAB-16 advised they had not heard from him either. ABQ-1N asked ZAB-16 if they could still see the beacon code over there. ZAB-16 advised they do not see him at this time. (This was the last communications from ABQ-1N, the position was left in a monitoring mode with ABQ-1S selected.)

2004 ABQ-1S attempted contact with N2440R on guard (121.5) to instruct the pilot to contact Albuquerque Center on 132.8. There was no response.

2015 ABQ-1S asked two departures, Southwest 5243 (SWA5243) and American 1573 (AAL1573) (as they head east) if they could listen for an Emergency Locator Transmitter (ELT) and let the next controller know? SWA5243 and AAL1573 both respond in the positive and are transferred to their respective Albuquerque Center Sectors.

2016 ABQ-1S is relieved by a different controller. The relieving controller is advised about the lost aircraft N2440R on the east side of the Sandia Mountains.

2021 ABQ-1S called AEG tower to coordinate an Instrument Flight Rules (IFR) inbound. The AEG controller asked ABQ-1S if they ever got N2440R? The AEG controller informed ABQ-1S that N2440R had called 5 miles east of AEG wanting an ILS approach. The AEG controller had given N2440R ABQ-1S frequency 123.9 and the ILS frequency. ABQ-1S advised the AEG controller that they were still looking for the aircraft.

2036 ABQ-1S asked American 2511 (AAL2511) to broadcast in the blind on guard for N2440R to contact center on 133.65. AAL2511 called N2440R on guard with no response. ABQ-1S asked AAL2511 to also try on 123.9 to have N2440R to contact center on 132.8. AAL2511 tried to contact N2440R on 123.9 and have them contact the center on 132.8.

2038 ABQ-1S asked AAL2511 if there was any response. AAL2511 advised "negative".

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14. CHRONOLOGICAL SUMMARY OF FLIGHT

2041 On guard frequency (121.5): N82DU made two attempts to contact N2440R with no response heard.

2042 On guard frequency (121.5): N82DU made another attempt to contact N2440R with no response heard.

2043 On guard frequency (121.5): Albuquerque Center called N2440R with no response.

2045 On guard frequency (121.5): Delta 1754 (DAL1754) made two attempts to contact N2440R with no response.

2123 On ABQ-1S frequency (123.9): Envoy 3058 (ENY3058) attempted to contact N2440R with no response.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 04, 2015	REPORT NO. ABQ-ATCT-0298
	NAME OF REPORTING FACILITY Albuquerque ARTCC (ZAB)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 16, 2015

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1957 Albuquerque Air Traffic Control Tower (ABQ) called Albuquerque Air Route Traffic Control Center Sector 17 (ZAB-17) about a lost aircraft. ABQ reported that the aircraft had no idea where they were, that ABQ had issued a beacon code of 0461, and asked ZAB-17 if they saw anything like that. ZAB-17 (D-side) stated that they did not see anything, but would keep looking. ABQ said that the aircraft was coming from Texas. ZAB-D17 said that the aircraft may have been coming from ZAB Sector 94's airspace. ABQ said that they would call ZAB-94 now.

1958 ABQ called ZAB Sector 94 about the lost aircraft and asked if ZAB-94 saw anything. ZAB Sector 17 D-side interjected on the line to report that they saw the code 0461 on the other side (east side) of the Sandia Mountains headed northbound. ABQ asked to confirm that the aircraft was on the east side of the Sandias headed northbound. ZAB-D17 confirmed the location and the northbound direction toward ZAB Sector 16's airspace. ABQ said that they would call ZAB-16 now. [The radar targets on code 0461 were only displayed on ZAB Sector 17. The first two hits were idents when the beacon code was changed from 1200 to 0461 at 1953:35. The radar targets were intermittent. There were only two radar hits that displayed the limited data-block code 0461 with the radar targets. ZAB Sector 94 and 16 did not display the radar targets or limited data-blocks for beacon code 0461.]

1959 ABQ called ZAB Sector 16 about the lost aircraft. ZAB-16 (R-side) thought that she saw the code moving from east to west just passing over the Sandias. ABQ still couldn't see the aircraft's radar target and asked if they could put the aircraft on to ZAB-R16's frequency. ZAB-R16 agreed to accept the lost aircraft on her frequency.

2002 ABQ called ZAB-R16 and stated that they had attempted frequency changes for the lost aircraft though aircraft relays, but there was no response. ZAB-R16 stated that she hadn't heard or talked to the lost aircraft. ZAB-R16 also stated that she no longer saw the aircraft's target.

2004 ABQ broadcast on Guard frequency for N2440R to contact ZAB on 132.8. The broadcast was heard at ZAB-R16. There was no response from N2440R. The ZAB Operations Manager (OM) called ZAB Quality Control to have them retrieve any radar data on beacon code 0461. The ZAB North Area Front Line Manager called ABQ ATCT to get information about N2440R. Many calls were made to airports that N2440R may have landed at, to Flight Service, and to ABQ ATCT in an attempt to locate N2440R. The last call was made at 2125 UTC.

2008 ZAB-R16 broadcast on 132.8 for N2440R. There was no response. ZAB-R16 asked LOF3367 (Waterski 3367) to broadcast for N2440R. ZAB Sector 94 (R-side) broadcast for N2440R. There was no response.

2009 LOF3367 broadcast for N2440R. There was no response.



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ABQ-ATCT-0298

NAME OF REPORTING FACILITY

Albuquerque ARTCC (ZAB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 2010 ZAB-R16 made numerous attempts to contact N2440R through aircraft relays on 132.8 and Guard frequencies, broadcasts on 132.8, aircraft broadcasts on N2440R's last known frequency (ABQ ATCT's frequencies), and ELT checks. There was no response. The last contact attempt was at 2124 UTC.
- 2011 ABQ ATCT called the ZAB-OM to see if ZAB had talked to or located N2440R.
- 2017 ZAB-OM called the Air Force Rescue Command Center (AFRCC) to advise them of the forth-coming ALNOT on N2440R because it was unusual.
- 2018 ZAB-OM called the Region Operations Center (ROC) to advise them of the forth-coming ALNOT on N2440R because it was unusual.
- 2025 ZAB-OM called local facilities, law enforcement, airports, and anyone that could help in an attempt to locate N2440R including the pilot's cell phone. The last call was at 0457 UTC, 11-17-15 UTC DATE.
- 2027 ALNOT issued for N2440R at 2027 UTC, 11-16-15 UTC DATE.
- 11/17/15
- 2141 ALNOT cancelled for N2440R at 2141 UTC, 11-17-15 UTC DATE. The aircraft had been located.

No More Follows