



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

REPORT DATE

December 14, 2017

REPORT NO.

SUS-ATCT-0029

NAME OF REPORTING FACILITY

Albuquerque ARTCC (ZAB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 06, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1720 N679EA called Albuquerque Air Route Traffic Control Center (ZAB) on frequency 132.8. The radar controller at ZAB Sector 16 (R16) told N679EA to go ahead. N679EA said that he had just filed an IFR Flight Plan with Albuquerque Radio and that he would like to pick up the IFR clearance. ZAB-R16 told N679EA to stand by.
- 1721 ZAB-R16 told N679EA to squawk beacon code 2603 and to ident. N679EA read back the beacon code. ZAB-R16 radar identified N679EA 25 miles south of the Santa Fe VOR. ZAB-R16 cleared N679EA to SUS as filed, climbed N679EA to Flight Level (FL) 230, and asked N679EA to say altitude. ZAB-R16, via automated procedures, pointed N679EA out to ZAB Sector 94.
- 1722 N679EA reported at 17,500 feet, and then reported leaving 17,500 for FL230. ZAB-R16 called Albuquerque Approach (ABQ) and pointed N679EA out 10 miles northwest of Otto (OTO) VOR. ABQ approved the point out.
- 1734 N679EA leveled at FL230.
- 1739 ZAB-R16 initiated a radar handoff to ZAB Sector 15 (R15) on N679EA.
- 1744 N679EA requested a descent from FL230 to FL210 to control engine temperatures. ZAB-R16 retracted the handoff on N679EA and entered an altitude of 210. ZAB-R16 descended N679EA to FL210. N679EA thanked the controller. ZAB-R16 initiated a handoff to ZAB-R15 on N679EA.
- 1745 ZAB-R16 retracted the handoff and entered a routing on N679EA. ZAB-R16 asked N679EA to copy a routing and then issued the routing, "direct Borger (BGD) direct destination," to N679EA.
- 1746 N679EA questioned the fix BGD. ZAB-R16 repeated the routing clearance. N679EA read back the routing clearance correctly. ZAB-R16 initiated a handoff to ZAB-R15 on N679EA. ZAB-R15 accepted the handoff on N679EA.
- 1747 ZAB-R16 issued a frequency change to N679EA to ZAB-R15's frequency of 127.85. N679EA read back the frequency change. N679EA checked onto ZAB-R15's frequency at "two-one-thousand." ZAB-R15 acknowledged the check-on.
- 1834 ZAB-R15 initiated a handoff to Kansas City Air Route Traffic Control Center (ZKC) Sector 66 (R66) on N679EA. ZKC-R66 accepted the handoff on N679EA.
- 1835 ZAB-R15 issued a frequency change to N679EA to ZKC-R66's frequency of 126.95. N679EA read back the frequency change.

No More Follows



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REPORT DATE

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REPORT NO

SUS-ATCT-0029

NAME OF REPORTING FACILITY

Kansas City ARTCC (ZKC)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

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- 1835 N679EA reported on Kansas City Center Sector 66 (R66) frequency level at FL210.
- 1836 N679EA reported on R66 frequency level at FL210. R66 acknowledged.
- 1839 N679EA broadcast he had a request. R66 advised to go ahead. N679EA asked R66 if he was picking up his ADSB. R66 advised he was picking up his transponder and R66 advised to go to standby for a minute or two. N679EA acknowledged.
- 1841 R66 advised N679EA he never saw the transponder turn off at all. N679EA advised he had it in standby and not turned off. R66 instructed N679EA to turn off his transponder. N679EA acknowledged.
- 1842 R66 advised N679EA it looked good.
- 1843 R66 advised N679EA he wasn't showing the ADSB and N679EA acknowledged and then had an unintelligible transmission.
- 1845 R66 asked N679EA to make sure his Mode C was turned on. N679EA acknowledged. Shortly thereafter R66 said he was again showing his Mode C.
- 1847 R66 instructed N679EA to contact Vance (END) Approach on 126.75. N679EA acknowledged.
- 1919 N679EA reported on Kansas City Center Sector 62 (R62) frequency level at FL210. R62 acknowledged.
- 1929 R62 instructed N679EA to contact Kansas City Center Sector 72 (R72) controller on 128.6. N679EA acknowledged.
- 1930 N679EA reported on R72 frequency level at FL210. R72 acknowledged and issued the Chanute (CNU) altimeter setting. N679EA acknowledged.
- 1950 R72 issued a revised routing to N679EA due to an active airspace. The new routing was direct OZS and then direct SUS. N679EA read back the revised routing correctly.
- 1955 R72 instructed N679EA to contact Kansas City Center Sector 40 (R40) on 125.55. N679EA acknowledged. N679EA reported on R40 frequency level at 21,000 feet. R40 acknowledged.
- 2012 R40 instructed N679EA to contact Kansas City Center Sector 53 (R53) controller on 134.5. N679EA acknowledged.
- 2013 N679EA reported on R53 frequency level at FL210. R53 acknowledged.
- 2019 R53 cleared N679EA direct to DIXEE then direct to SUS. N679EA asked R53 to



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NAME OF REPORTING FACILITY

Kansas City ARTCC (ZKC)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

- repeat. R53 repeated the clearance.
- 2020 N679EA acknowledged the revised routing.
- 2022 N679EA asked R53 for a pilots discretion descent to 8,000 feet. R53 instructed N679EA to cross DIXEE at 9,000 feet. N679EA acknowledged the crossing restriction.
- 2037 R53 instructed N679EA to contact St. Louis Approach (STL) on 128.1. N679EA acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 07, 2017	REPORT NO. SUS-ATCT-0029
	NAME OF REPORTING FACILITY St. Louis Lambert TRACON (T75)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
December 06, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2038 N679EA contacts Departure South(DS)descending out of 9800 feet for 9000 feet. DS advises N679EA to expect vectors for a visual approach to RWY 26L, and that ATIS information Juliet is current. N679EA advises that he has the current ATIS.

2039 N679EA asks DS if he could continue his descent. DS replies stand by. DS calls Springfield Approach, Mizzou Sector for a point out on N679EA. DS instructs N679EA to descend and maintain 8000 feet. N679EA responds descending to 8000. DS instructs N679EA to descend and maintain 6000 feet. N679EA responds descending to 6000.

2040 DS instructs N679EA to fly heading 090 degrees. N679EA responds 090.

2043 N679EA advises DS that he has the Spirit of St. Louis Airport in sight. DS advises N679EA that he is number three for the airport and to contact St. Louis Approach on frequency 126.5. N679EA responds with the frequency. N679EA contacts Low West(LW)level at 6000 feet. LW instructs N679EA to descend and maintain 5000 feet.

2046 LW instructs N679EA to descend and maintain 4000 feet. N679EA responds 4000. LW issues an opposite direction traffic call to N679EA. N679EA replies that he is looking for the traffic.

2048 LW instructs N679EA to descend and maintain 3000 feet and advises that he is number two for the airport and will be following a Falcon jet. N679EA responds with his call sign.

2049 N679EA asks LW where his Falcon traffic is. LW tells N679EA that the traffic is eleven o'clock, 5 miles, and on a six mile final to the airport. N679EA responds with his call sign.

2050 N679EA advises LW that he has the Falcon traffic in sight. LW instructs N679EA to follow the Falcon, issues a wake turbulence cautionary advisory, then clears N679EA for a visual approach to RWY 26L. LW then instructs N679EA to contact Spirit of St. Louis Tower on frequency 124.75. N679EA responds with his call sign.

No More Follows



DEPARTMENT OF TRANSPORTATION
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REPORT OF AIRCRAFT ACCIDENT
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REPORT DATE

January 22, 2018

REPORT NO.

SUS-ATCT-0029

NAME OF REPORTING FACILITY

Spirit Of St. Louis ATCT (SUS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 06, 2017

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- 2051 N679EA checked on with Spirit Of St. Louis ATCT (SUS) local control (LC) for the visual approach with the Falcon in sight. Local control cautioned N679EA for wake turbulence. LC cleared N679EA number two to land on RWY 26L. LC issued wind check.
- 2052 Local control issued additional wind check.
- 2054 Partial transmission that someone had an issue and is losing power. LC asks who called losing power. N679EA replied with his call sign. LC cleared N679EA to land. N679EA replied that he's not sure he will make it.

No More Follows



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Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N679EA
Chesterfield, MO, December 06, 2017

N229DK
LT1
N679EA
LCS2
LT3
PRY08

2051:12 N679EA spirit tower bonanza six seven nine echo alpha with you for
the visual two six left and i got the falcon in sight

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N679EA

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2051:17	LCS2	bonanza six seven nine echo alpha caution wake turbulence for the falcon number two runway two six left you are cleared to land
2051:23	N679EA	cleared to land niner echo alpha can you say the wind sir
2051:26	LCS2	the wind two eight zero at one four gust one niner i'll try an give you a wind check ah closer to ah your final turn
2051:33	N679EA	q
2051:38	LT3	spirit tower lifeteam three on foxtrot uh i'd like to remain on the ground for a few minutes hovering
2051:43	LCS2	lifeteam three hover work on foxtrot is approved advise lifting off
2051:47	LT3	wilco
2051:50	LCS2	falcon nine delta kilo no need to acknowledge this transmission ahead and to your right on the right downwind for the north runway is a helicopter be no factor
2051:57 2052	N229DK	in sight thanks two two nine delta kilo
2052:53 2053	LCS2	wind two eight zero at one three gust one niner
2053:51	LCS2	falcon niner delta kilo make your second right turn alpha niner cross alpha to taxilane bravo taxi to the ramp remain this frequency have a great day
2053:58 2054	N229DK	right turn alpha nine uh bravo to the ramp good day two two nine delta kilo
2054:04	PRY08	tower priority air eight inbound visual two six left
2054:07	LCS2	priority air zero eight spirit tower good afternoon runway two six left continue i will have two departures prior to

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arrival if you can just start pulling it back just a little bit for me

2054:16 PRY08 roger continue two six left and ah i'll slow it up
priority air eight

2054:22 LCS2 challenger eight forty charlie sierra spirit tower are you
on this frequency

2054:29 LCS2 okay who called up losing power

2054:30 N679EA bonanza six seven niner echo alpha

2054:33 LCS2 roger runway two six left you are cleared to land

2054:35 N679EA not sure im going to make it

2054:48 LCS2 priority air zero one go around maintain runway heading

2054:51 PRY08 roger i'll maintain runway heading and ah go around
priority air one priority air eight

End of Transcript
