

Aircraft Accident Package

18-001-D21

N3896P, C210

June 25, 2018, 0003 UTC

Destroy: December 25, 2020 UTC

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 13, 2018	REPORT NO. 18-001-D21
	NAME OF REPORTING FACILITY Memphis TRACON (M03)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 25, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

June 24, 2018

2042 N3896P makes initial call to Memphis Approach (DRA) and indicates off West Memphis Airport (AWM) requesting a climb to 9500 on heading 033°. DRA request final destination and pilot indicates Detroit, Michigan, (KDET). DRA issues a transponder code of 1505.

2043 DRA radar identifies N3896P and issues clearance into Memphis Class Bravo airspace to maintain VFR at or below 2500. DRA issues Memphis altimeter and verifies Mode C is correct.

2044 DRA issues N3896P a climb to VFR at 9500. N3896P acknowledges instructions.

2052 DRA switches N3896P to Memphis Approach frequency 124.15 (DRV). N3896P reports in with DRV. DRV verifies altitude and issues altimeter setting.

2057 DRV advises N3896P has left Memphis Class Bravo airspace and changes the aircraft to Memphis Center (ZME) on frequency 134.65. N3896P acknowledges instructions.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 20, 2018	REPORT NO 18-001-D21
	NAME OF REPORTING FACILITY Memphis ARTCC (ZME)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
 June 25, 2018

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June 24, 2018

2057 N3896P checked on frequency with Memphis ARTCC (ZME) McKellar Low and Paducah Low Altitude Radar Control Position (R07/05) level at 9,500 feet. R07/05 acknowledged.

2059 N3896P called R07/05. R07/05 advised N3896P to go ahead. N3896P requested a climb to 11,500 feet. R07/05 advised N3896P to maintain VFR. N3896P acknowledged.

2103 R07/05 broadcasted Convective SIGMET 51E.

2108 R07/05 broadcasted Convective SIGMET 51E.

2110 R07/05 advised N3896P to change over to his frequency 133.65. N3896P acknowledged. N3896P checked on R07/05 frequency level at 11,500 feet. R07/05 acknowledged and issued Paducah, Kentucky (PAH) altimeter 2993. N3896P acknowledged.

2126 R07/05 broadcasted AIRMET Tango and Zulu.

2140 R07/05 advised N3896P to contact Indianapolis ARTCC (ZID) on 128.3. N3896P acknowledged.

No More Follows

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 05, 2018	REPORT NO. 18-001-D21
	NAME OF REPORTING FACILITY Indianapolis ARTCC (ZID)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 June 25, 2018

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2140 N3896P called on the Evansville Sector frequency at 11,500 feet and was issued the Evansville, IN altimeter.

2146 N3896P advised that they might have to descend to 9,500 feet due to weather and was told to maintain VFR.

2147 N3896P advised it might be a few minutes to find a hole to descend. N3896P was switched to the Evansville ATCT frequency.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 29, 2018	REPORT NO. 18-001-D21
	NAME OF REPORTING FACILITY Evansville ATCT (EVV)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 June 25, 2018

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June 24, 2018

2147 N3896P checked on with Evansville Approach. Evansville Radar Tower replied. First part of transmission was blocked, but the RT position advised N3896P to continue VFR descent to 095.

2148 N3896P replies and states as soon as he gets clear of the clouds he will descend to 095.

2158 Different controller at RT position advises N3896P that they will be entering an area of precipitation in about 5 miles from his 10 to 2 o'clock about 10 miles in diameter and tells a/c to let him know if he needs to deviate. N3896P advises watching for the precip and that he will definitely get with him on that and thanks the controller for the help.

2206 RT position advises N3896P to contact Terra Haute approach 119.8. N3896P states frequency then call sign and says good day.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 27, 2018	REPORT NO. 18-001-D21
	NAME OF REPORTING FACILITY Terre Haute ATCT (HUF)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT June 25, 2018 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED June 24, 2018 2206 N3896P checked on frequency at 9500 feet. N3896P was acknowledge by Hulman Aproach and given the Hulman altimeter as 29.95. N3896P acknowledged the altimeter setting. 2213 N3896P was instructed to contact Indianapolis on 124.95. N3896P acknowledged the frequency change with a good readback. No More Follows		

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 27, 2018	REPORT NO. 18-001-D21
	NAME OF REPORTING FACILITY Indianapolis ATCT (IND)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 June 25, 2018

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June 24, 2018

2214 N3896P checks on with Indianapolis Departure Radar East (DRE) reporting at 9,500'. DRE issues the Indianapolis altimeter setting and instructs N3896P to maintain V-F-R.

2244 DRE instructs N3896P to contact Fort Wayne approach. N3896P acknowledges the frequency change.

No More Follows

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 27, 2018	REPORT NO 18-001-D21
	NAME OF REPORTING FACILITY Fort Wayne ATCT (FWA)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT

June 25, 2018

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June 24, 2018

2246 N3896P reported on Fort Wayne (FWA) Approach frequency at ninety-five hundred. FWA Approach issues Fort Wayne altimeter. N3896P provides correct readback. FWA Approach directs N3896P to reset transponder. N3896P provides correct readback.

2309 FWA Approach directs N3896P to contact Toledo Approach 134.35. N3896P provides correct readback.

No More Follows

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 29, 2018	REPORT NO. 18-001-D21
	NAME OF REPORTING FACILITY Toledo Express ATCT (TOL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 25, 2018

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June 24, 2018

2306 Toledo Approach accepts the automated radar handoff on N3896P from Fort Wayne Approach.

2309 N3896P checks in at 9,500 feet and is issued the altimeter setting.

2312 N3896P requests to descend to 7,500 and is told "VFR altitude your discretion."

2315 N3896P requests to descend to 5,500 for a cloud layer and is told "VFR altitude your discretion."

2320 N3896P advises that they are descending to 3,500 feet. Approach approves the request.

2324 Toledo Approach points out N3896P to Toledo Tower. Detroit Approach accepts the automated radar handoff on N3896P.

2327 N3896P is told to contact Detroit Approach.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 16, 2018	REPORT NO. 18-001-D21
	NAME OF REPORTING FACILITY Detroit TRACON (D21)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 25, 2018

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June 24, 2018

2328 N3896P checks on with Detroit Approach at 3500 and asks if they can get vectors to Detroit. N3896P is told to remain outside Detroit Class Bravo airspace and given the Detroit altimeter. N3896P is advised that DTW is landing to the North and that is why they need to remain outside Detroit Class Bravo airspace. N3896P is advise that they need to be below 3000.

2329 N3896P advises they are descending to 2000 and are told to maintain VFR outside Detroit Class bravo airspace.

2331 N3896P asks how they are doing and are told as long as they are outside the Bravo that is fine with the controller.

2332 N3896P is given the altimeter setting and that information Lima is current at DET. N3896P replies that they have information Lima.

2333 N3896P is instructed to contact Detroit Approach on 134.3.

2334 N3896P checks in on 134.3 at 2000 and advises they are unfamiliar with Detroit. N3896P is asked if they would like vectors to which N3896P replies in the affirmative. N3896P is told to fly heading 060 for now.

2339 N3896P is told to turn left heading 045.

2343 N3896P is told to turn 10 degrees left.

2344 N3896P is pointed out to the YQG ATCT passing through the YQG Class Delta airspace.

2347 The DET airport is pointed out to N3896P at 12 o'clock and 8 miles. N3896P advises that they are looking.

2348 N3896P is again asked if they have the airport in sight. N3896P advises they believe they have the airport in sight and are switched to City Tower on 121.3.

June 25, 2018

0003 DET ATCT calls the Kilo position and summarizes what was going on with N3896P and that N3896P may have gone down.

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 25, 2018	REPORT NO. 18-001-D21
	NAME OF REPORTING FACILITY Detroit TRACON (D21)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

0010 DET ATCT calls the Kilo position and advises that N3896P did crash. D21 SUP/CIC talked to DET ATCT to see what information they have concerning N3896P.

0014 D21 SUP/CIC is contacted by ZOB for more information about N3896P.

0027 Kilo position calls DET ATCT to verify that law enforcement and fire rescue have been notified about N3896P. DET ATCT advises that they should already be at the scene.

0034 Kilo position calls DET ATCT for an update on N3896P and is told that there were three on board with two confirmed fatalities. D21 SUP/CIC talks to ZOB, ROC, and CSA QC Specialist about N3896P.

0038 The Kilo position calls DET ATCT to confirm the number on board N3896P. DET ATCT confirms that only three were on board.

0044 D21 SUP/CIC continues discussion with CSA QC Speacialist about N3896P.

0057 ROC Called D21 SUP/CIC to provide information from the Detroit Fire Department concerning N3896P. From this time through approximately 0210Z there were phone calls between the ROC/CSA and the Detroit TRACON concerning the accident involving N3896P.

No More Follows