

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 04, 2020	REPORT NO. 20-001-SPI
	NAME OF REPORTING FACILITY Huntsville ATCT (HSV)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 28, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1818 HUNTSVILLE APPROACH (HSV) CLEARANCE DELIVERY (CD) POSITION RELIEF BRIEFING CONDUCTED AT THE SAME TIME N6071R CHECKED ON HSV CD FREQUENCY INITIALLY. CD ASKED AIRCRAFT TO SAY AGAIN. N6071R REQUESTED IFR DEPARTURE CLEARANCE.

1819 CD ISSUED N6071R IFR DEPARTURE CLEARANCE TO ABRAHAM LINCOLN CAPITAL AIRPORT (KSPI), SPRINGFIELD, ILLINOIS. N6071R READ BACK CLEARANCE. CD ACKNOWLEDGED N6071R READBACK CORRECT.

1856 N6071R CONTACTED HSV GROUND CONTROL (GC) FOR TAXI INSTRUCTIONS. GC ISSUED N6071R TAXI INSTRUCTIONS.

1857 N6071R ACKNOWLEDGED AND ADVISED HAS INFORMATION DELTA. GC STATED HE WAS CUTTING INFORMATION ECHO AND GAVE N6071R WINDS AS CALM AND ALTIMETER SETTING THREE ZERO ZERO FOUR.

1859 N6071R CONTACTED HSV LOCAL CONTROL (LC) AT RUNWAY ONE EIGHT LEFT. LC ADVISED N6071R TO HOLD SHORT RUNWAY ONE EIGHT LEFT. N6071R ACKNOWLEDGED.

1900 LC ISSUED N6071R TAKE OFF CLEARANCE RUNWAY HEADING, WINDS CALM AND TRAFFIC ON A TWO MILE FINAL. N6071R ACKNOWLEDGED.

1902 LC SWITCHED N6071R TO HSV WEST RADAR (WR) FREQUENCY. N6071R ACKNOWLEDGED. N6071R CHECKED ON WR FREQUENCY ON RUNWAY HEADING AND CLIMBING TO FIVE THOUSAND FEET. WR ISSUED RADAR CONTACT TO N6071R. WR ISSUED N6071R A CLIMB TO ONE ZERO THOUSAND AND ON COURSE. N6071R ACKNOWLEDGED.

1912 WR SWITCHED N6071R TO MEMPHIS ARTCC FREQUENCY. N6071R ACKNOWLEDGED.

No More Follows

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20-001-SPI

N6071R

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 27, 2020	REPORT NO. 20-001-SPI
	NAME OF REPORTING FACILITY Memphis ARTCC (ZME)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 28, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1913 N6071R checked on frequency with Memphis ARTCC (ZME) Holly Springs Low and Graham Low Altitude Radar Control Position (R14/42) level at 10,000 feet. R14/42 acknowledged and issued the Huntsville, Alabama (HSV) altimeter 3003. N6071R acknowledged. R14/42 broadcasted urgent Pilot Report.

1917 R14/42 Position Relief Briefing.

1921 R14/42 broadcasted Pilot Report.

1922 R14/42 advised N6071R to turn ten degrees left vectors for traffic. N6071R acknowledged.

1925 R14/42 broadcasted corrected urgent Pilot Report.

1927 R14/42 advised N6071R to expect back on course two to three minutes, and he was being vectored west of arrival corridor for Nashville (BNA) Approach. N6071R advised R14/42 no problem. R14/42 advised N6071R the vector would also keep him clear of the restricted area up north. N6071R acknowledged.

1929 R14/42 advised N6071R of traffic twelve to eleven o'clock five miles east to northeast bound out of 13,000 feet descending to 11,000, a seven thirty seven. N6071R acknowledged and advised he would be looking for him. N6071R advised R14/42 he just saw the traffic go by.

1930 R14/42 acknowledged and advised N6071R to expect back on course in one minute. N6071R acknowledged. R14/42 broadcasted Pilot Report. R14/42 cleared N6071R direct Abraham Lincoln Capital Airport (SPI). N6071R acknowledged. R14/42 advised N6071R correction Sierra Papa India Airport. N6071R acknowledged.

1938 R14/42 advised N6071R to contact Fort Campbell Approach on 134.35. N6071R acknowledged.

1948 N6071R checked on frequency with (ZME) McKellar Low and Paducah Low Altitude Radar Control Position (R07/05) level at 10,000 feet. R07/05 inquired to verify N6071R. N6071R advised affirmative. R07/05 inquired again if they were going to Springfield (SPI) and to verify that was N6071R. N6071R acknowledged and advised that they were going to Capital. R07/05 acknowledged and issued the Fort Campbell altimeter 3008. No response.

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N6071R

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 27, 2020	REPORT NO. 20-001-SPI
	NAME OF REPORTING FACILITY Memphis ARTCC (ZME)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1953 R07/05 broadcasted hazardous weather information with low I F R ceilings and weather conditions.

1957 An unknown aircraft transmitted for N6071R to go ahead. No response. The unknown aircraft transmitted "Uh, no I don't." No response. The unknown aircraft transmitted "when they are going somewhere and it is "short," they would give the controllers (unintelligible) this side of Springfield or Peoria." No response.

2002 R07/05 Position Relief Briefing. Relieved controller advised that N6071R was on at 10,000 feet. Relieving controller acknowledged.

2006 R07/05 advised N6071R to contact Kansas City ARTCC (ZKC) on 127.47. No response. R07/05 repeated for N6071R to contact ZKC on 127.47. N6071R acknowledged. R07/05 acknowledged.

No More Follows



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

REPORT DATE

February 11, 2020

REPORT NO.

20-001-SPI

NAME OF REPORTING FACILITY

Campbell Army Radar Approach Control (KHOP)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 28, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME

UNLESS OTHER WISE SPECIFIED

- 1938 N6071R was handed off from Memphis ARTCC, Graham Sector to Campbell Army Radar Approach Control
- 1939 N6071R checked on frequency at 10,000. Approach gave N6071R the altimeter.
- 1947 N6071R was handed off to ZME ARTCC, Paducah Sector.
- 1947 N6071R was given a frequency change to ZME ARTCC. N6071R acknowledged the frequency change.

NO MORE FOLLOWS

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 30, 2020	REPORT NO. 20-001-SPI
	NAME OF REPORTING FACILITY Kansas City ARTCC (ZKC)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
January 28, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2006 N6071R reported on Kansas City Center Sector 14 (R14) frequency. R14 issued the Marion altimeter setting 30.10.

2007 R14 issued the Marion altimeter 30.10.

2018 R14 instructed N6071R to change frequency to 127.7.

2019 N6071R read back, "127.7". N6071R checked on frequency 127.7. R14 responded, "Kansas City Center, Roger".

2025 R14 instructed N6071R to contact Kansas City Center on 124.3. N6071R responded, "124.3 so long, 71R". R14 responded, "tell Lilly I said hi". N6071R responded, "we'll tell her, so long". N6071R reported on Kansas City Center Sector 12 (R12) frequency at 10,000 feet with information Mike. R12 issued the Effingham altimeter 30.12. N6071R responded, "30.12".

2040 R12 instructed N6071R to contact Springfield Approach on 126.15. N6071R responded, "good day, 71R". R12 responded, "see ya".

 No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 26, 2020	REPORT NO. 20-001-SPI
	NAME OF REPORTING FACILITY Springfield ATCT (SPI)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 28, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2040 N6071R reports on approach control (AP) frequency with current Automated Terminal Information System (ATIS) code Mike at 10000. AP advises N6071R to expect vectors to the ILS runway (RY) 31 approach and to expect lower in nine miles.

2041 AP advises N6071R that pilot reports regarding light to moderate icing in the Springfield Illinois area at 3000 had been received and clears N6071R to descend at pilot's discretion to 3000. AP issues N6071R a 350 vector to intercept the ILS RY 31 Localizer.

2049 AP clears N6071R for the ILS RY 31 approach. N6071R reports that they are not receiving the ILS RY 31 localizer signal. AP confirms the correct localizer frequency after which N6071R reports established on the localizer.

2050 AP asks N6071R to confirm that they are receiving the ILS RY 31 glideslope. N6071R advises that they are receiving the glideslope, and the aircraft is switched to the local control (LC) frequency. N6071R reports on the LC frequency. LC requests that N6071R report established on the approach. N6071R reports established and is cleared to land RY 31.

2051 LC advises N6071R that the aircraft is left of course. N6071R advises that they are correcting. LC advises N6071R that the aircraft appears on course to which N6071R responds that they went through the course. LC cancels N6071R's landing clearance and instructs the pilot to climb to 3000 and turn right to a heading of 360.

2052 LC switches N6071R to AP.

2053 N6071R reports on the AP frequency. AP asks the pilot if they want an approach to RY 22 or RY 31. The pilot requests RY 31 and is vectored for the approach.

2054 AP asks N6071R if they are having issues with their navigational equipment. N6071R responds in the affirmative. AP offers N6071R an ASR approach. N6071R declines the ASR and continues with vectors to the RY 31 ILS approach. AP asks N6071R if they are having any electrical issues. N6071R responds in the negative and continues to be vectored for the RY 31 ILS approach. N6071R advises that they are picking up a little ice.

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N6071R

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 26, 2020	REPORT NO. 20-001-SPI
	NAME OF REPORTING FACILITY Springfield ATCT (SPI)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2055 N6071R advises that they are no longer picking up icing at 3000.

2056 N6071R advises that their landing gear is down.

2058 N6071R is cleared for the RY 31 ILS approach.

2100 N6071R is cleared for the RY 31 ILS approach. N6071R is switched to the LC frequency. AP issues a low altitude alert to N6071R with instructions to climb to 3000 and turn to a heading of 180. LC asks N6071R if they can hear the tower. N6071R reports that they have a problem. That is the last transmission received from N6071R

No More Follows

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N6071R