

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN20LA197

AIR TRAFFIC CONTROL COMMUNICATIONS SUMMARY

ACCIDENT

Location: Cambridge, Ohio
Date: May 27, 2020
Time: 1458 eastern daylight time
Airplane: Beech 35-A33, Registration No. N123JB

AIR TRAFFIC CONTROL COMMUNICATIONS SUMMARY

The following is a partial communication summary of the radio transmissions between the pilot of the accident airplane (Beech 35-A33, N123JB) and the Cleveland Air Route Traffic Control Center (ARTCC) controller on the afternoon of May 27, 2020. Additional radio transmissions between other airplanes and the controller have been omitted for brevity.

On May 27, 2020, about 1458 eastern daylight time, a Beech 35-A33 airplane, N123JB, was substantially damaged when it collided with trees during a forced landing near Cambridge, Ohio. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 ferry flight.

According to airplane track data, at 1403:43, the airplane was established in a climb after it departed from runway 27L at Ohio State University Airport (OSU), Columbus, Ohio. The airplane briefly flew to the west before it entered a climbing right turn to a northeast course. The airplane continued the climb to 3,000 ft mean sea level (msl) before it turned to an east-southeast course. The airplane then climbed to a final cruise altitude of 3,500 ft msl and maintained an east-southeast course.

At 1442:45, the pilot contacted Cleveland Air Route Traffic Control Center (ARTCC) to continue visual flight rules (VFR) flight following. At 1443:48, Cleveland ARTCC lost radar contact with the airplane when it flew into an area of reduced radar coverage at 3,500 ft msl. The controller and the pilot remained in radio contact for the remainder of the flight.

At 1448:31, the pilot told the controller that he was conducting a ferry flight with the landing gear down and that the airplane's speed was about 110 knots.

At 1450:19, the airplane began a descent from 3,500 ft msl. At 1452:33, the pilot reported an unspecified issue and that he was going to divert to Barnesville-Bradfield Airport (6G5), Barnesville, Ohio, and asked the controller if the airport had an automatic terminal information service (ATIS). At 1453:20, the controller told the pilot that 6G5 did not have an ATIS and provided him with the common traffic advisory frequency (CTAF).

At 1454:04, the pilot declared an emergency due to a loss of engine power and reported that he had an airport at his one o'clock position, which he subsequently identified as Cambridge Municipal Airport (CDI), Cambridge, Ohio. The pilot then asked the controller to verify the CTAF frequency at CDI.

At 1455:28, the pilot stated that he did not believe he was going to reach the airport. At 1455:51, the controller asked the pilot what he was doing. The pilot did not respond. At 1456:04, the controller again inquired if the pilot was still on the frequency. At 1456:10, the pilot replied that he could still hear the controller, and that the airplane was about 3 miles from CDI at 2,000 ft msl.

The controller told the pilot to advise when he sees the airport, and to provide airplane's current bearing. At 1456:21, the pilot replied that the airplane was on a 210° bearing. At 1456:27, the pilot stated that the airplane was north of CDI, lined up with an unknown runway. The controller told the pilot that the hard surface runway at CDI was runway 4/22. At 1456:39, the pilot confirmed that the airplane was lined up with runway 22 at CDI.

At 1457:16, the pilot stated again that he was not going to make it to CDI. At 1457:30, the pilot stated, "[unintelligible] off to my left, I'll have to put it down." At 1457:34, the pilot told the controller that he was going to land in a field. The controller asked the pilot if he could write down a phone number. At 1457:40, the pilot replied "ah, not right now sir." There were no additional radio transmissions from the pilot.