

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 9, 2020	REPORT NO. 20-001-LBB
	NAME OF REPORTING FACILITY Albuquerque ATCT (ABQ)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 26, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL UNLESS OTHERWISE SPECIFIED.

1806 N9622T made first contact calling "Albuquerque Center" (Albuquerque Air Route Traffic Control Center or ZAB), but on Albuquerque Terminal Radar Approach Control South Position (ABQ-1S) frequency 123.9. ABQ-1S issued the current Albuquerque altimeter and attempted to contact N9622T twice until N9622T responded, requesting an Instrument Flight Rules (IFR) clearance to Corsicana, TX (CRS). ABQ-1S asked if N9622T could maintain terrain and obstruction clearance prior to reaching 7,300 feet.

1807 N9622T asked ABQ-1S to say again, that ABQ-1S was muffled. ABQ-1S asked again if N9622T could maintain terrain and obstruction clearance to 7,200 feet. N9622T was still not receiving ABQ-1S clearly. ABQ-1S advised that it was probably the altitude, maintain Visual Flight Rules (VFR) and squawk 2644. N9622T replied they would maintain VFR.

1808 ABQ-1S asked N9622T if they could maintain terrain and obstruction clearance through 7,200 feet. N9622T asked ABQ-1S to say again. ABQ-1S advised N9622T again to squawk 2644 and maintain VFR. N9622T appeared on radar squawking 2644, was radar identified 3 miles southeast of Belen Regional Airport (BRG) at 6,800 feet. ABQ-1S advised N9622T could not be issued an IFR clearance until 7,200 feet, unless maintaining terrain and obstruction clearance.

1809 N9622T replied climbing to 7,200 feet. Controller in Charge (CIC) coordinated with ZAB (sector) 16, N9622T direct to CRS at 12,000 feet, on the Albuquerque North line (ABQ-1N), which was approved by ZAB 16.

1811 ABQ-1S advised N9622T for the climb out, if able, it was recommended to turn north. N9622T asked ABQ-1S to say again, that ABQ-1S was still unreadable. N9622T reached 7,200 feet, ABQ-1S cleared N9622T to CRS via radar vectors, with instructions to climb and maintain 9,000 feet. N9622T read back correct altitude assignment and expected radar vectors. ABQ-1S, instructed N9622T to turn left heading 360, which was read back correctly and complied with.

1812 ABQ-1S conducted a radio check with N9622T, which N9622T replied they were hearing ABQ-1S better all the time. ABQ-1S advised again that it was probably the altitude and that it would get a little better as N9622T climbed. ABQ-1S advised N9622T that along the route of flight, ZAB would need N9622T at 12,000 feet for about 20 miles and asked if N9622T would be able to do that. N9622T replied that was fine. ABQ-1S climbed N9622T to 12,000 feet, which was read back correctly.

1816 ABQ-1S pointed out N9622T to Albuquerque Air Traffic Control Tower (ABQ ATCT), 15 miles south, IFR, climbing out of 9,500 feet for higher. ABQ ATCT approved the point out.

1817 ABQ-1S advised N9622T that ABQ-1S was going to box N9622T around to the east until above the terrain then back towards CRS. ABQ-1S instructed N9622T to turn right heading 040 which was read back correctly and complied with.

FAA Form 8020-6-1

20-001-LBB
N9622T



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NAME OF REPORTING FACILITY

Albuquerque ATCT (ABQ)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 1819 ABQ-1S called ZAB 16 on the land line to verify direct CRS at 12,000 feet had been requested for N9622T, which was confirmed and approved again by ZAB 16.
- 1821 ABQ-1S instructed N9622T to fly heading 060, which was read back correctly and complied with.
- 1822 ABQ-1S advised N9622T about some icing believed to be light mixed, 8 miles ahead of N9622T, reported by another aircraft out of flight level 180 on the descent. N9622T replied experiencing some light icing at the moment. ABQ-1S verified light and asked what type of icing. N9622T replied that it was very light freezing rain. ABQ-1S asked N9622T to advise if any assistance was needed and that in about 20 miles ZAB 16 would have lower for N9622T, but needed to get N9622T on the other side of the mountains first.
- 1823 ABQ-1S instructed N9622T to turn right heading 090, which was read back correctly and complied with.
- 1827 ABQ-1S cleared N9622T direct CRS airport. N9622T read back correctly and asked for lower when possible. N9622T was currently eastbound turning direct CRS out of 11,200 feet. ABQ-1S advised N9622T to let ZAB 16 know a lower altitude is requested and that ZAB 16 would be able to help N9622T better because ZAB's Minimum Vector Altitude/Minimum IFR Altitude is a little bit different than Albuquerque's, then instructed N9622T to contact ZAB 16 on 132.8, which was read back correctly and complied with.

No More Follows.

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	NAME OF REPORTING FACILITY Albuquerque ARTCC (ZAB)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 26, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1808 Albuquerque Air Traffic Control Tower (ABQ ATCT) initiated a radar hand-off to Albuquerque Air Route Traffic Control Center Sector 16 (ZAB-16) on N9622T.

1809 ZAB-16 Radar Position (ZAB-R16) accepted the radar hand-off on N9622T.

1819 ABQ ATCT called ZAB-R16 to get approval on N9622T at 12,000 feet and direct to his destination of Corsicana, Texas (KCRS). ZAB-R16 approved both requests.

1828 N9622T checked onto ZAB-16's frequency. ZAB-R16 acknowledged N9622T and requested that the pilot say his altitude. N9622T responded that his altitude was 11,100 feet. ZAB-R16 issued N9622T the Albuquerque (ABQ) altimeter of two niner point niner six. N9622T repeated the altimeter setting and requested a lower altitude when possible. ZAB-R16 replied that he had the request and that it would be a few minutes before he could get the aircraft lower.

1833 ZAB-R16 descended N9622T to 11,000 feet. N9622T asked ZAB-R16 to say it again. ZAB-R16 repeated the descent clearance. N9622T acknowledged the clearance.

1844 ZAB-R16 issued the Clines Corner (CQC) altimeter of three zero point zero one to N9622T. N9622T repeated the altimeter.

1850 ZAB-R16 asked N9622T if he still was requesting a lower altitude. N9622T replied that 9,000 feet would be nice. ZAB-R16 descended N9622T to 9,000 feet. N9622T acknowledged the descent clearance. ZAB-R16 advised N9622T that he would need to turn him for military airspace in about five minutes. N9622T asked ZAB-R16 to say again. ZAB-R16 repeated the statement. N9622T replied with roger and repeated descent clearance to 9,000 feet.

1853 ZAB-16 initiated a radar hand-off to ZAB Sector 87 (ZAB-87) on N9622T. ZAB-R16 called ZAB-87 Radar Position (ZAB-R87) to inform him that N9622T would be turned fifteen degrees right for military airspace and that the aircraft was ZAB-R87's control. ZAB-R87 acknowledged. ZAB-R16 turned N9622T fifteen degrees right. N9622T acknowledged the turn.

1856 ZAB-R87 accepted the radar hand-off on N9622T.

1858 ZAB-R16 transferred communication on N9622T to frequency one three two

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N9622T



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NAME OF REPORTING FACILITY

Albuquerque ARTCC (ZAB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- point three two, ZAB-87. N9622T questioned the frequency. ZAB-R16 repeated the frequency in group form, thirty-two thirty-two. N9622T acknowledged the frequency change and thanked ZAB-R16.
- 1901 ZAB-R87 broadcasted to check if N9622T was on his frequency. N9622T did not reply.
- 1902 ZAB-R87 broadcasted again for N9622T. N9622T did not reply again.
- 1903 ZAB-R87 called ZAB-R16 to check which frequency N9622T was given. ZAB-R16 advised ZAB-R87 that N9622T was given one three two point three two. ZAB-R87 requested KFB104 to relay to N9622T to contact ZAB on one three two point six five. KFB104 relayed the new frequency to N9622T.
- 1904 N9622T repeated the frequency and then attempted to contact ZAB-R87 on the new frequency. ZAB-R87 asked N9622T "how do you hear". There was no reply from N9622T. Another pilot replied that he did not think N9622T could hear ZAB-R87 and asked if he could relay a message to N9622T for ZAB-R87.
- 1905 KFB104 stated that he had already relayed the message to N9622T and then he repeated the frequency again. N9622T repeated the frequency to KFB104 and stated that ZAB-R87 was not receiving their transmissions on that frequency. KFB104 advised ZAB-R87 of this information. ZAB-R87 attempted to contact N9622T again. EJA738 was another aircraft that helped to contact N9622T. The pilot of EJA738 broadcasted and asked N9622T if he could hear ZAB-R87. ZAB-R87 queried the pilot of EJA738 to find out which aircraft was helping with N9622T. EJA738 responded that he had been trying to relay the message to N9622T for ZAB-R87.
- 1906 ZAB-R87 asked EJA738 to relay to N9622T to contact ZAB-R87 on one three two point six five. EJA738 replied that N9622T was given that frequency but that ZAB-R87 could not hear N9622T on that frequency. N9622T broadcasted again to ZAB-R87. ZAB-R87 advised EJA738 that N9622T had switched to the correct frequency. EJA738 was issued a communications transfer to Fort Worth Air Traffic Control Center (ZFW). ZAB-R87 broadcasted again for N9622T. There was no reply from N9622T.
- 1907 N9622T broadcasted again to ZAB-R87. ZAB-R87 asked N9622T "how do you hear". No reply from N9622T. ZAB-R87 asked AAL2923 if he could hear N9622T. AAL2923 replied affirmative. ZAB-R87 asked AAL2923 to relay to N9622T that ZAB-R87 would be able to hear him the further south he got in about eight to ten minutes. AAL2923 relayed the message.
- 1908 N9622T replied "roger" to AAL2923. AAL2923 advised ZAB-R87 that N9622T had received the message. ZAB-R87 asked AAL2923 to issue the Roswell

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14. CHRONOLOGICAL SUMMARY OF FLIGHT

(ROW) altimeter of three zero point one niner to N9622T. AAL2923 issued the altimeter setting to N9622T. N9622T acknowledged.

1914 ZAB-R87 asked N9622T if he could hear him yet. N9622T replied that he was starting to be able to hear him. ZAB-R87 informed N9622T that he had been in an area that was hard to receive transmissions at that altitude. N9622T asked ZAB-R87 if he still needed the heading. ZAB-R87 said negative and cleared N9622T direct to KCRS. N9622T replied 'direct Corsicana'.

1915 ZAB-R87 issued lost communications instructions to N9622T. ZAB-R87 advised N9622T that his next frequency would be for Cannon Air Force Base Radar Approach Control (CVS RAPCON) on one one eight point four two in four one miles. N9622T correctly repeated the frequency. ZAB-R87 repeated the mileage. N9622T repeated the frequency again.

1916 N9622T called ZAB-R87 and asked for the frequency again. ZAB-R87 replied one one eight point four two in forty miles. N9622T repeated the frequency.

1927 ZAB-87 initiated a radar hand-off to CVS RAPCON on N9622T. CVS RAPCON accepted the radar hand-off.

1928 ZAB-R87 transferred communication on N9622T to CVS RAPCON on one one eight point four two. N9622T correctly repeated the frequency and said thank you.

No More Follows



**DEPARTMENT OF THE AIR FORCE
27TH SPECIAL OPERATIONS SUPPORT SQUADRON (AFSOC)
CANNON AIR FORCE BASE NEW MEXICO**

10 November 2020

MEMORANDUM FOR RECORD

FROM: 27 SOSS/Radar Approach Control
511 N. Chindit Blvd
Cannon Air Force Base, NM 88103

SUBJECT: KCVS Tape Transcript (N9622T)

1. Transcript details:

- a. Recording Facility: Cannon Radar Approach Control (RAPCON), Cannon AFB, NM.
- b. Controlling Facility: RAPCON, Cannon AFB, NM.
- c. Controlling Position: Approach/Departure Control (ACAD).
- d. Frequency: 118.425.
- e. Date/Time of Transcript: 26 October 2020/19:28:21Z through 19:51:30Z.
- f. Source of Time Entries: Global Positioning System (GPS).
- g. Call-sign Abbreviations:
 1. N9622T – N22T.
 2. Approach/Departure Control – ACAD.

2. Recording Transcript:

19:28:21	N22T	CANNON APPROACH, CENTURION NINER SIX TWO TWO TANGO IS WITH YOU NINE THOUSAND.
19:28:29	ACAD	CENTURION NINER SIX TWO TWO TANGO CANNON APPROACH, CANNON ALTIMETER THREE ZERO ONE NINER.
19:28:35	N22T	THREE ZERO ONE NINER.
19:34:37	ACAD	TEST ONE TWO THREE.
19:36:50	ACAD	CANNON ALTIMETER THREE ZERO ONE SEVEN.
19:42:41	N22T	CANNON APPROACH CENTURION NINER SIX TWO TWO TANGO.
19:42:47	ACAD	CENTURION TWO TWO TANGO, SAY REQUEST.

19:42:49 N22T YEAH, JUST A RADIO CHECK MAKE SURE I WAS WITH YOU, IT WAS QUIET.

19:42:51 ACAD YEAH, WE DON'T HAVE MUCH TRAFFIC.

19:42:54 N22T THAT'S GOOD.

19:47:40 ACAD CENTURION TWO TANGO, CORRECTION, TWO TWO TANGO CONTACT FORT WORTH CENTER ONE TWO SIX POINT FOUR FIVE.

19:47:46 N22T OK, ONE TWO SIX FOUR FIVE, TWO TWO TANGO.

19:49:00 N22T CANNON APPROACH THIS IS, UH, CENTURION TWO TWO TANGO.

19:49:05 ACAD CENTURION TWO TWO TANGO, GO AHEAD.

19:49:07 N22T WANNA BE SURE I HAD THAT FREQUENCY CORRECT, ONE ONE EIGHT, SAY AGAIN PLEASE.

19:49:13 ACAD UH, TWO TWO TANGO, THAT'LL BE ONE TWO SIX POINT FOUR FIVE AND IF UNABLE, RETRY ONE THREE TWO POINT SIX.

19:49:20 N22T OK, ONE THREE TWO POINT SIX, THANKS.

19:51:15 N22T CANNON APPROACH, CENTURION TWO TWO TANGO.

19:51:22 ACAD CENTURION TWO TWO TANGO, GO AHEAD.

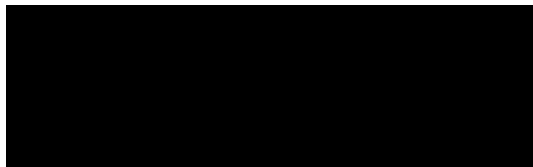
19:51:24 N22T TELL ME THAT ALTERNATIVE FREQUENCY AGAIN PLEASE.

19:51:27 ACAD ONE THREE TWO POINT SIX, ONE THIRTY TWO POINT SIX.

19:51:30 N22T ROGER.

END OF TRANSCRIPT

3. I certify this to be a true and exact transcript of the original recording on file at Cannon AFB, NM.





DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
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REPORT DATE

October 28, 2020

REPORT NO.

20-001-LBB

NAME OF REPORTING FACILITY

Fort Worth ARTCC (ZFW)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 26, 2020

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1952 N9622T checked on Lubbock Low-Altitude Sector Radar Position (LBB-LR).
LBB-LR acknowledged and issued Lubbock (LBB) altimeter.

1954 N9622T requested to divert from original destination of Corsicana, Texas
(CRS) to LBB for fuel considerations. LBB-LR cleared N9622T to LBB
airport via direct.

1958 LBB-LR issued N9622T a frequency change to LBB Approach. N9622T
acknowledged.

No More Follows

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	NAME OF REPORTING FACILITY Lubbock ATCT (LBB)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
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1958 N9622T checked in with Lubbock Approach (Approach), was issued altimeter and asked to verify altitude.

1959 Approach broadcasted Automated Terminal Information Service (ATIS) Sierra current, with wind and altimeter. Approach asked N9622T if he wanted direct to a fix or vectors to final. N9622T said vectors. Descent and vector issued to N9622T. Approach requested the pilot advise when he had ATIS Sierra.

2006 N9622T asked Approach if they were still with him, Approach acknowledged. N9622T was issued another vector due to winds and asked if he picked up ATIS Sierra, N9622T confirmed he had the ATIS.

2019 Approach advised N9622T that there were no current base reports and was asked if he was in Instrument Meteorological Conditions (IMC). N9622T confirmed IMC.

2022 N9622T issued descent to 5,200 feet. Approach advised the last base report was an hour ago, Regional Jet reported the bases at 3,900 feet.

2023 Approach asked N9622T if he remembered what the altitude was for the tops. N9622T said negative he had been IMC for a good while.

2024 N9622T requested what the last altitude was, Approach said 5,200 feet.

2028 N9622T issued clearance for the Area Navigation Yankee Runway 35 Left approach (RNAV Y 35L) N9622T asked if this was for Runway 17 Right approach, Approach advised it was for the Runway 35 Left approach.

2030 N9622T asked what his next intersection would be, Approach advised the final approach fix was UFACI and recleared the aircraft for the approach. N9622T requested vectors, Approach asked if he would like to be broken off the approach and be brought back around for another approach. N9622T said yes, Approach cancelled approach clearance and issued a vector for another approach.

2031 N9622T requested the EMUMY intersection. Approach advised the pilot to continue on present heading and to expect to pass the intersection and expect a right turn back to it.

2039 N9622T issued right turn to EMUMY.



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NAME OF REPORTING FACILITY

Lubbock ATCT (LBB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2040 N9622T cleared for the RNAV Y Runway 35L approach, N9622T read back the clearance.

2046 N9622T was asked if he was experiencing any icing. N9622T replied freezing rain, outside air temperature was 10 degrees celsius.

2049 N9622T sent to tower frequency. N9622T checked in with tower and was issued a landing clearance.

2057 Tower advised Low altitude alert N9622T check your altitude immediately the Minimum Vectoring Altitude (MVA) in your area is 5,200 feet. N9622T said he just had problems with his auto pilot. Tower assigned N9622T 5,200 feet there is an antenna 12 o'clock a mile and a half. N9622T read back climb to 5,200 feet. Tower reissued N9622T climb and maintain 5,200 feet. Approach asked Tower what was going on with N9622T. Tower said the N9622T was having auto pilot issues. Approach said break him out to the west. Tower issued a turn to 270 degrees, then Approach said due east. Tower instructed N9622T to fly eastbound climb and maintain 5,200 feet.

2058 Tower advised Low altitude alert N9622T check your altitude immediately the MVA in the area is 5,200 feet. Tower advised N9622T radar contact lost. Tower advised Approach that they are not talking to the aircraft anymore.

No More Follows