

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT		REPORT DATE January 29, 2021	REPORT NO. 21-001-D21				
		NAME OF REPORTING FACILITY Detroit TRACON (D21)					
1. AIRCRAFT IDENTIFICATION AND TYPE N8347P, PA24	2. DATE/TIME OF ACCIDENT (UTC) January 2, 2021; 2050 UTC	3. LOCATION OF ACCIDENT: CITY, STATE (MAND) New Hudson, MI					
4. NATURE OF ACCIDENT Crashed on Approach		LATITUDE/LONGITUDE (OPTL) N42 30 11.2460 W083 37 25.3250					
		5. TYPE OF FLIGHT IFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Scott Compo	Pilot	Unknown, MI			X	
7. PASSENGER DATA	NUMBER ABOARD 2	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 2			
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Aircraft crashed into residence				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS NOTAM in effect for GPS VOR A procedure VOR portion NA							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT DETROIT/WILLOW METAR - 1953 UTC: wind three three zero at three, visibility seven statute miles, ceiling six hundred overcast, temperature three, dew point minus one, altimeter three zero zero eight						
	FIRST REPORT SUBSEQUENT TO ACCIDENT DETROIT/WILLOW METAR - 2053 UTC: wind calm, visibility one zero statute miles, ceiling seven hundred overcast, temperature three, dew point minus one, altimeter three zero zero nine						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS			
	Matthew Nuss *(MI)	D21 TRACON	TY SR				
	Lisa Blake (LB)	D21 TRACON	RTIC SI				
* OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Brian Inniger							

Digitally signed by Brian Inniger
 Date: 2021.01.29 10:20:39
 -0500

FAA Form 8020-6 (4-17) Supersedes Previous Edition

Electronic Version

21-001-1321

N8347P

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 07, 2021	REPORT NO 21-001-D21
	NAME OF REPORTING FACILITY Knoxville ATCT (TYS)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
January 02, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1738 N8347P contacted TYS Radar West (RW) position at 7,500 feet. RW acknowledged. N8347P stated he could not reach Atlanta Center (ZTL), advised he was approximately 50 miles south of Knoxville-McGhee Tyson Airport (TYS) and requested VFR Flight Following to Oakland-Southwest (Y47), MI Airport.

1739 RW issued N8347P a beacon code of 0351. N8347P acknowledged.

1740 RW asked N8347P if he tried to contact ZTL on frequency 133.1. N8347P reported that he tried several times. RW advised N8347P that he was still well outside TYS airspace, to squawk VFR for now and try ZTL, and if he doesn't get them to contact TYS again in 20 miles. N8347P acknowledged.

1753 N8347P contacted RW at 7,500 feet. RW acknowledged. N8347P stated that he was requesting VFR Flight Following to Y47 Airport at 7,500 feet. RW acknowledged.

1754 RW issued N8347P a beacon code of 2554 for VFR Flight Following, and N8347P acknowledged. RW advised N8347P that he was radar contact, issued the current TYS altimeter, and traffic 12 o'clock and 4 miles descending out of 9,000 feet for 7,000 feet. N8347P acknowledged.

1807 N8347P instructed N8347P to contact ZTL on frequency 133.6. N8347P acknowledged.

No More Follows

FAA Form 8020-8-1

21-001-D21

N8347P

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 19, 2021	REPORT NO 21-001-D21
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
January 02, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1808 N8347P checked on the ZTL Hinch Mountain Sector (R41) VFR at 7,500 feet. R41 acknowledged N8347P and issued the Knoxville altimeter. N8347P acknowledged the altimeter.

1812 R41 switched N8347P to the Indianapolis Center frequency. N8347P acknowledged the frequency change.

No More Follows

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N8347P

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 28, 2021	REPORT NO 21-001-D21
	NAME OF REPORTING FACILITY Indianapolis ARTCC (ZID)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
January 02, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1812 N8347P called on the London Low sector frequency at 7,500 feet. The Indianapolis ARTCC London Low Radar Controller (R21) acknowledged the call and issued the London Kentucky altimeter.

1832 R21 read a Hazardous Inflight Weather Advisory for Airmen's Meteorological Information (AIRMET) Sierra update 4 and 5 on the London Low sector frequency.

1836 R21 switched N8347P to Lexington ATCT.

No More Follows

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 28, 2021	REPORT NO 21-001-D21
	NAME OF REPORTING FACILITY Lexington ATCT (LEX)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
January 02, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1836 N8347P checked in with Lexington Air Traffic Control Tower Radar East (RE). RE acknowledged N8347P and issued the Lexington altimeter.

1857 RE switched N8347P to Cincinnati Approach (CVG) frequency. N8347P acknowledged the frequency change to CVG.

No More Follows

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N8347P

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 28, 2021	REPORT NO 21-001-D21
	NAME OF REPORTING FACILITY Cincinnati ATCT (CVG)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
January 02, 2021

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1857 N8347P calls the Cincinnati Air Traffic Control Tower (CVG) Wildcat departure radar (WDR) frequency and advises that he is at 7,500 feet. WDR issues N8347P current CVG altimeter. N8347P acknowledges.

1914 WDR instructs N8347P to contact Columbus Air Traffic Control Tower. N8347P acknowledges.

No More Follows

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 08, 2021	REPORT NO 21-001-D21
	NAME OF REPORTING FACILITY John Glenn Columbus ATCT (CMH)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
January 02, 2021

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1915 N8347P called the Middletown (MR) controller level at seven thousand five hundred feet. The Middletown (MR) controller answered back with the altimeter of three zero zero five.

1952 The Middletown (MR) controller instructed N8347P to contact Toledo approach on one three four point three five. N8347P replied one three four three five.

No More Follows

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 28, 2021	REPORT NO 21-001-D21
	NAME OF REPORTING FACILITY Toledo Express ATCT (TOL)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
January 02, 2021

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1952 N8347P reports on with Toledo Approach (TOL) West Radar (WR), at 7,500 feet. They are issued the Toledo altimeter and read it back. N8347P then advises that they will have to convert to IFR to descend to Oakland Southwest Airport (Y47). The WR controller asks them to advise when they would like to go IFR. N8347P says it will probably be at the edge of TOL airspace before heading down. The WR controller advises that they are almost in TOL airspace and once he is in TOL airspace the controller will let him know.

1956 N8347P is asked if they are ready to go IFR and they respond in the affirmative. They are cleared direct Y47 at 7,000 feet and they read it back.

2013 N8347P is switched to Detroit Approach, West Satellite sector, frequency 118.95.

No More Follows

FAA Form 8800-4-1

21-001-D21

N8347P

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 28, 2021	REPORT NO 21-001-D21
	NAME OF REPORTING FACILITY Detroit TRACON (D21)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
January 02, 2021

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2013 N8347P checks on the Yankee sector (1Y) at 7000 mean sea level (MSL) and issued the Detroit Metro Wayne County Airport (DTW) altimeter.

2014 N8347P inquired about any pilot reports (PIREPs) in area for icing. 1Y Controller advised he just took position and was briefed there were no icing reports in the last hour.

2015 N8347P asks for very high frequency omni-directional range (VOR)- A approach into Oakland Southwest Airport (Y47). N8347P stated if they are not reporting weather, he will give that a shot, and if he goes missed he will continue to Oakland County International Airport (PTK). 1Y Controller acknowledges.

2022 N8347P descended to 4000 MSL.

2032 N8347P descended to 3000 MSL.

2033 N8347P was instructed to fly heading 020 to intercept the final approach course for the VOR-A straight-in Y47. 1Y controller obtained and relayed a PIREP from Learjet just landed at Willow Run Airport (YIP). No ice reported though the layers, bases were 300 MSL. N8347P responded 300 MSL will not work for Y47.

2034 1Y controller asked N8347P to say intentions. N8347P responded with they will give Y47 a shot, hopefully its not down to 3 (300 foot ceiling). If aircraft goes missed he would contact 1Y controller. N8347P stated that they can probably stay on the 1Y frequency as he does not see any traffic in the area, and then go to PTK. 1Y controller restated, "300 MSL not above ground level (AGL)". N8347P acknowledged.

2035 N8347P cleared for the straight-in VOR or global positioning system (GPS) A into Y47.

2036 N8347P change to advisory frequency approved. Instructed to return to this frequency on the missed or cancel with the (1Y) controller on the ground on the clearance delivery frequency. N8347P acknowledged.

2037 No further transmissions made to N8347P.

2041 N8347P dropped off radar 20:41:42.

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21-001-D21

N8347P