

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 05, 2022	REPORT NO 21-001-HUF
	NAME OF REPORTING FACILITY Indianapolis ATCT (IND)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
December 18, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0016 N5677V contacted the Indianapolis Approach Control Arrival Data (AD) position. AD instructed N5677V to stand by.

0017 AD advised N5677V that there was no Instrument Flight Rules (IFR) clearance on file for them. N5677V said they would file a flight plan to Bloomington, IN (BMG). AD re-confirmed N5677V's call sign and then re-stated that there was no flight plan on file for the aircraft.

0019 AD advised N5677V that they just received their IFR flight plan to BMG and to advise when they were ready to copy the clearance. N5677V stated they were ready to copy the IFR clearance. AD instructed N5677V to hold for release and then issued the IFR clearance to BMG to N5677V. N5677V correctly read the clearance back to AD. AD then asked N5677V which runway they would be departing and how soon. N5677V stated they would be departing Runway 33 at Indianapolis METRO Airport (UMP) in approximately five minutes. AD instructed N5677V to call back when they were number one at the runway and ready for departure.

0020 N5677V acknowledged the request.

0023 N5677V contacted AD and advised they were number one at Runway 33 at UMP. AD advised N5677V that he was coordinating their IFR release. N5677V advised they would stand by. AD then advised N5677V that they were released for departure and were instructed to enter controlled airspace on a heading of two niner zero. AD also advised that N5677V's clearance was void in five minutes and if they were not airborne in five minutes to advise no later than ten minutes of their intentions. N5677V correctly read back the release instructions.

0025 N5677V contacted the Indianapolis Departure Radar East (DRE) position and advised that they were off of UMP climbing to 3,000 feet on a heading of two eight zero. DRE instructed N5677V to "ident" and to climb and maintain 4,000 feet.

0026 N5677V acknowledged the climb to 4,000 feet. DRE radar identified N5677V and advised them to stand by for on course.

0027 DRE instructed N5677V to fly heading two three zero and to expect to proceed direct to BMG once they were abeam Indianapolis. N5677V read back the instructions.

0030 DRE instructed N5677V to turn 5 degrees right. N5677V acknowledged the

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N5677V

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instruction.

0034 DRE instructed N5677V to turn left direct to BMG. N5677V acknowledged the instruction.

0036 DRE instructed N5677V to fly heading one eight zero to avoid traffic on the downwind at Indianapolis. N5677V acknowledged the instruction.

0040 DRE cleared N5677V to proceed direct to BMG. N5677V acknowledged the instruction.

0044 DRE instructed N5677V to contact Terre Haute Hulman approach control on frequency 128.02 Megahertz. N5677V acknowledged the frequency change.

No More Follows

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	NAME OF REPORTING FACILITY Terre Haute ATCT (HUF)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
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0044 N5677V checked in with Terre Haute Air Traffic Control Tower, Hulman Approach Control (HUF) Arrival Radar (AR), level at four thousand feet and picking up Bloomington Federal Contract Tower (BMG) numbers. AR issued the HUF altimeter, descended N5677V to three thousand feet and told him to expect the Instrument Landing System (ILS) approach to Runway three five at BMG.

0045 N5677V read back the information. AR instructed N5677V to turn left to a one eight zero heading vectors for the ILS three five approach. N5677V read back the information correctly.

0052 AR coordinated N5677V inbound with BMG. AR coordinated a point out to Indianapolis Air Route Traffic Control Center (ZID) Nabb Lo Sector controller reference N5677V conducting the ILS 35 at BMG.

0053 ZID controller approved point out.

0058 N5677V called AR. AR acknowledged. N5677V asked if AR still had them because he went off frequency for a moment. AR advised N5677V to expect heading for the next seven miles. AR instructed N5677V to turn right heading one niner zero, N5677V acknowledged the heading.

0102 AR instructed N5677V to turn right heading two seven zero. N5677V acknowledged the heading.

0103 AR turned N5677V to a three two zero heading and cleared him for the ILS 35 approach. N5677V acknowledged the approach clearance.

0105 N5677V reported on the ILS 35, AR terminated Radar Services and switched N5677V to BMG on one two zero point seven seven. N5677V acknowledged the frequency change.

0112 Position Relief Briefing (PRB), offgoing controller advised oncoming controller that N5677V was talking to BMG and was awaiting a down time.

0114 AR asked BMG if N5677V was down, BMG acknowledged not yet.

0117 BMG controller called and asked for a supervisor, BMG advised they thought N5677V had crashed, asked if HUF had anyway to find out how many souls were onboard the aircraft. BMG advised they were dispatching people to the scene and needed to know how many people to look for. AR advised they would call them back when they got the information.

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N5677V

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0119 HUF called Flight Service, asked if they could look up number of souls on N5677V. Flight Service stated one soul onboard. AR called BMG.

0120 AR told BMG one soul onboard, BMG said they would let the police know.

0128 AR called (unintelligible) Flight Data asked if they had Flight Plan Information on N5677V. Flight Data stated they had a Proposed Visual Flight Rules (VFR) Flight Plan departing from Indianapolis Metropolitan Airport (UMP) but it was not activated with them.

0129 AR asked about an Instrument Flight Rules (IFR) flight plan, Flight Data stated they did not have one on file for N5677V just the proposed VFR flight plan.

0130 AR called BMG, asked for an update on N5677V, BMG advised airplane south of airport engulfed in flames and unknown if they retrieved the pilot.

0146 BMG called AR to ask for a number to Terre Haute Flight Service.

0151 AR called BMG to pass two phone numbers for Flight Service.

0155 PRB, offgoing controller advised oncoming controller of crash at BMG.

0206 BMG called AR asked for the HUF Operational Supervisor (OS) to call them, advised AR airport was open, advised the crash occurred outside airport environment and police called advised of one fatality.

0207 BMG said the aircraft never called back after the controller cleared him to land.

0254 HUF OS called BMG, BMG advised that the ILS for BMG was Out of Service (OTS).

0317 PRB closing AR and combining to Local Control (LC), advised of crash at BMG. BMG still open but BMG ILS OTS.

Block 6. Flight Crew, Continued.
 N5677V - All crew information Is unknown

No More Follows

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0052 Terre Haute, Indiana Airport Traffic Control Tower, Hulman Approach Control (HUF) called Indianapolis Air Route Traffic Control Center (ZID) Nabb Low radar controller (R20) to initiate a point out on code 4570 (N5677V) at 3, 000 feet on vectors to the Instrument Landing System (ILS) at Bloomington, Indiana airport (BMG). R20 accepted the point out.

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