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|  <b>DEPARTMENT OF TRANSPORTATION<br/>FEDERAL AVIATION ADMINISTRATION</b><br><b>REPORT OF AIRCRAFT ACCIDENT</b><br>(Continuation Sheet) | REPORT DATE<br>February 02, 2022                  | REPORT NO.<br>21-010-ZME |
|                                                                                                                                                                                                                         | NAME OF REPORTING FACILITY<br>Memphis ARTCC (ZME) |                          |

14. CHRONOLOGICAL SUMMARY OF FLIGHT  
December 26, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

2248 N5798T called Memphis Air Route Traffic Control Center (ZME) combined Harrison (KHRO) and Jonesboro (KJBR) Low Altitude Radar control positions (R03/04) requesting weather at Walnut Ridge Regional Airport, AR (KARG). R04 told N5798T to standby.

2249 R04 stated the KARG 2231 SPECI weather. N5798T requested weather at Paragould, AR (KPGR) or KJBR because he wanted to land.

2250 R04 read KJBR METAR and requested N5798T's position. N5798T reported over KARG. R04 issued N5798T beacon code and N5798T reported at two thousand four hundred.

2251 N5798T stated he had less than a quarter (tank), or about an hour of fuel remaining.

2252 R04 advised N5798T of weather at multiple airports. N5798T stated he was going west and he was climbing to three thousand. N5798T stated he was a Cessna 172. R04 advised N5798T he was going to show him landing at KBPK and would advise when he had radar contact because he wasn't receiving transponder or ADS-B.

2254 R04 radar identified N5798T four miles north of ARG VORTAC. R04 suggested N5798T overfly several airports showing Visual Flight Rules (VFR). N5798T reported issues with the wind.

2257 R04 confirmed N5798T's altitude at four thousand six hundred. N5798T said he needed to land at Sharp County Regional Airport, AR (KCKV), due to low fuel.

2300 During position relief briefing R04 stated N5798T's intentions and fuel status.

2309 R04 advised N5798T someone at KCVK reported the field as VFR. N5798T thanked R04 and said he may need to descend through clouds.

2312 During position relief briefing R04 stated N5798T's fuel status, and that the aircraft was VFR above the clouds trying to land at KCVK. R04 said the weather conditions had changed at the airport and the pilot's telephone number was needed.

2314 R04 updated N5798T of KCVK's weather and requested telephone number.

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| <p>14. CHRONOLOGICAL SUMMARY OF FLIGHT</p> <p>2315 N5798T provided telephone number and name. N5798T provided update of fuel and altitude. R04 gave N5798T the location of the airport.</p> <p>2317 R04 asked N5798T if he was capable of Instrument Flight Rules (IFR). N5798T said no. R04 gave N5798T position of Horseshoe Bend Airport, AR (K6M2) reference N5798T's last known position.</p> <p>2318 R04 asked N242AZ about clouds in his area.</p> <p>2319 N242AZ said he can see N5798T on his ADS-B and the clouds were a solid overcast. N5798T was provided the location of N242AZ.</p> <p>2321 N242AZ said the north looked best. N5798T stated how he intended to set up for the airport.</p> <p>2322 N5798T provided fuel update.</p> <p>2323 N5798T stated he was setting up for KCVK. R04 reiterated to N5498T that radar contact was lost and to maintain VFR as much as possible.</p> <p>2324 R04 provided N5798T of a tower light Notice to Air Missions (NOTAM) for KCVK.</p> <p>2325 N242A provided update of N5798T's altitude and position reference KCVK. R04 acknowledged.</p> <p>2327 N5798T stated his intention to climb above the clouds.</p> <p>2328 R04 advised of an additional airport. No reply from N5798T.</p> <p>2329 R04 asked N242AZ to relay to N5798T runway information and NOTAM at KCVK. N242AZ called N5798T, but no reply. N242AZ said he lost N5798T's ADS-B. N5798T told R04 he had no fuel. N242AZ restated N5798T's transmission. N5798T said he had fuel but needed to climb above the clouds. N5798T reported upside down.</p> <p>2330 N242AZ asked N5798T for heading and altitude. R04 asked N242AZ to get N5798T's position from KCVK. N242AZ said N5798T was not responding.</p> <p>2332 R04 asked N242AZ status of N5798T. N242AZ said he lost communication and ADS-B feed.</p> <p>2334 R04 asked N242AZ to change to advisory frequency.</p> <p>2335 N242AZ returned on frequency and said no contact.</p> |                                                   |                          |



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No More Follows