



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 18, 2022

REPORT NO.

22-001-T75

NAME OF REPORTING FACILITY

Spirit Of St. Louis ATCT (SUS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 09, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0059 N585CK (USC247) calls Ground Control requesting Instrument Flight Rules (IFR) clearance to Centennial Airport. Ground Control issued the clearance and received an appropriate readback.

0101 USC247 calls Ground Control requesting taxi instructions to the run up area with Automated Terminal Information Service (ATIS) Juliet. Ground Control taxis USC247 to Runway 26 Left via Taxiway Alpha and advises the pilot that he could do his run up holding short of the runway.

0108 USC247 calls Local Control requesting take-off. Local Control instructs the pilot to hold short while awaiting IFR release. Local Control also issues the special weather observation ATIS for Spirit of St. Louis Airport that was broadcast at 0107 Coordinated Universal Time (UTC) to USC247.

0109 Local Control clears USC247 for take-off with instructions to turn right heading 310. USC247 reads back take-off instructions.

0111 Local Control switches USC247 to Gateway TRACON (T75) departure.

No More Follows



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

February 08, 2022

REPORT NO.

22-001-T75

NAME OF REPORTING FACILITY

St. Louis Lambert TRACON (T75)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 09, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0059 N585CK (USC247) calls Ground Control requesting Instrument Flight Rules (IFR) clearance to Centennial Airport. Ground Control issued the clearance and received an appropriate readback.

0101 USC247 calls Ground Control requesting taxi instructions to the run up area with Automated Terminal Information Service (ATIS) Juliet. Ground Control taxis USC247 to Runway 26 Left via Taxiway Alpha and advises the pilot that he could do his run up holding short of the runway.

0108 USC247 calls Local Control requesting take-off. Local Control instructs the pilot to hold short while awaiting IFR release. Local Control also issues the special weather observation ATIS for Spirit of St. Louis Airport that was broadcast at 0107 Coordinated Universal Time (UTC) to USC247.

0109 Local Control clears USC247 for take-off with instructions to turn right heading 310. USC247 reads back take-off instructions.

0110 Local Control switches USC247 to Gateway Tracon (T75) departure.

0111 N585CK (USC247) contacted St. Louis Departure (T75), was given radar contact and climbed to an altitude of 6000 feet.

0112 USC247 was given direct Denver Centennial (KAPA).

0113 USC27 was contacted to verify they were proceeding direct KAPA. The aircraft appeared to be proceeding northwest instead of on course. USC247 responded in the affirmative.

0114 USC247 was instructed to climb to 8000 feet, USC247 acknowledged the climb instruction.

0118 USC247 was contacted to verify course and altitude due to wind potentially pushing the aircraft off course. USC247 did not respond and was contacted multiple times.

0119 USC247 was advised radar contact lost. T75 continued to reach out to USC247 with no response. Low Altitude alerts appeared over USC247 tag. No further communication was received from USC247.

0125 T75 Called 911, ROC, DEN, Law Enforcement, County police, and State Highway Patrol.

FAA Form 8020-6-1

22-001-T75

N585CK



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February 08, 2022

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22-001-T75

NAME OF REPORTING FACILITY

St. Louis Lambert TRACON (T75)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

0128 Kansas City ARTCC Ozark high sector (R29) contacted the Saint Louis Gateway TRACON (T75) departure sector and asked about N585CK (USC247). Departure stated they lost him on radar and they are making the appropriate phone calls.

0131 T75 ask's R29 if he can have ENY4105 check for an Emergency Locator Transmitter (ELT) for USC247. R29 acknowledges. R29 calls ENY4105 and asks him if he can hear an ELT. ENY4105 replies negative ELT. R29 calls T75 departure and reports ENY4105 has no ELT.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 26, 2022	REPORT NO. 22-001-T75
	NAME OF REPORTING FACILITY Kansas City ARTCC (ZKC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 09, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0128 Kansas City ARTCC Ozark high sector (R29) contacted the Saint Louis Gateway TRACON (T75) departure sector and asked about N585CK (USC247). Departure stated they lost him on radar and they are making the appropriate phone calls.

0129 R29 calls for USC247.

0130 R29 contacts the Mizzou approach controller (MZU) at Springfield ATCT (SGF) and informs them USC247 was level at 8 thousand feet heading West to Centennial ATCT (APA) when the aircraft went back on a 90 degree heading descending and then lost radar. R29 requests to block non radar at 8 thousand feet and below to block the airspace. MZU states they have no traffic but will look for the aircraft.

0131 (unintelligible) South Side calls R29 and states T75 asked him to ask R29 if he can have ENY4105 check for an Emergency Locator Transmitter (ELT) for USC247. R29 acknowledges. R29 calls ENY4105 and asks him if he can hear an ELT. ENY4105 replies negative ELT. R29 calls T75 departure and reports ENY4105 has no ELT.

0132 Kansas City ARTCC Ozark Operations Supervisor plugs into sector and asks if R29 had taken radar on USC247. R29 states yes and then R29 saw him turn to a 90 degree heading and descend. Operations Supervisor asks if R29 ever talked with the aircraft, R29 states negative.

No More Follows



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REPORT NO.

22-001-T75

NAME OF REPORTING FACILITY

Springfield (MO) ATCT (SGF)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 09, 2022

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0130 Kansas City Center (ZKC) Sector 52/53 contacted Mizzou Approach (MZU) and informed the controller N585CK (USC247) was at eight thousand feet going west to Centennial ATCT (APA) and then went back to a ninety degree heading descending and then lost radar. The ZKC controller requests MZU to block the airspace non radar at eight thousand feet and below. MZU states they have no traffic but will look for the aircraft.

No More Follows