

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 13, 2023	REPORT NO. 23-002-DLH
	NAME OF REPORTING FACILITY Duluth ATCT (DLH)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 21, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1152 N308ED contacted Duluth International Airport Control Tower (DLH) Ground Control (GC) from the Cirrus production ramp and requested to depart from Taxiway A3 intersection to the north. GC instructed N308ED to taxi to Runway 3 via Taxiways Alpha, Charlie, and A3.

1153 GC issued departure frequency 125.45 and squawk code 0371 for traffic advisories to N308ED. N308ED declined air traffic services due to negative transponder.

1158 N308ED advised DLH Local Control (LC) ready for departure from Runway 3 at Taxiway A3. LC cleared N308ED for takeoff Runway 3 and to proceed on course northbound. N308ED correctly read back the clearance.

1201 LC requested N308ED to verify altitude. N308ED replied 2300 feet.

1202 LC issued traffic to N308ED approximately 5 miles northeast of N308ED's position. N308ED replied looking for traffic.

1203 LC advised N308ED frequency change approved. N308ED acknowledged the frequency change.

1247 Minneapolis Air Route Traffic Control Center (ZMP) Sector 25 called Duluth approach control (R4) about two Emergency Locator Transmitter (ELT) reports, one high altitude and the other reported at 12,000 feet. The R4 controller began trying to locate the ELT by requesting Cirrus 30 and Bemidji (BJI) 54 to report hearing an ELT. Both aircraft heard the ELT within several minutes.

1300 Numerous Cirrus aircraft attempted to locate the ELT while coordinating with R4.

1308 Cirrus 03 called R4 and had R4 pass along Global Positioning System (GPS) coordinates to the aircraft attempting to locate the ELT.

1320 The Operations Supervisor (OS) called ZMP ARTCC Area Manager In Charge (AMIC) about the ELT reports and GPS coordinates. The AMIC advised that Rescue Coordination Center (RCC) already knew about N308ED and the GPS coordinates.

1323 The OS requested the Air Traffic Manager (ATM) find the last radar hit GPS coordinates for N308ED.



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1333 R4 gave the aircraft trying to locate the ELT the last radar hit GPS coordinates.

1339 The OS called the AMIC desk to attempt to start Search and Rescue and the AMIC responded the RCC is already working on the situation.

1346 The OS called the Lake County Sheriff's office and was redirected to the St. Louis County Sheriff's office.

1355 The OS is transferred to the St Louis County Sheriff's office and gave the GPS coordinates of the last radar hit from N308ED.

1401 Cirrus 31 reported to R4 they located N308ED in a clearing near a private landing strip and N308ED had crashed.

1402 The ATM called the AMIC and informed them that N308ED had been located.

1405 The ATM contacted the Safety Event Center (JSEN)/Regional Operations Center (ROC) and was informed the Domestic Events Network (DEN) would call back.

1423 The ATM called the St. Louis County Sheriff's office requesting more information for the ROC.

1455 The OS called St. Louis County Sheriff's office requesting more information for the ROC.

1459 The ROC called and gave the OS more information about N308ED.

1510 The OS called the DEN and gave them information about N308ED.

1531 The DEN called back requesting additional information about N308ED.

No More Follows