

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 30, 2024	REPORT NO. 24-002-ZKC
	NAME OF REPORTING FACILITY Madison ATCT (MSN)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT April 16, 2024 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 1442 N451MA calls Madison Airport (MSN) Traffic Control Tower Ground Control (GC) at ramp with Automated Terminal Information Service (ATIS) Zulu, requesting Instrument Flight Rules (IFR) clearance to Smith Field Airport (SLG). GC instructs N451MA to standby due to not having the flight plan, but GC advises it will be retrieved. 1443 GC asks N451MA of proposed departure time for purposes of amendment. N451MA asks GC to say again. GC again asks N451MA of proposed departure time for purposes of amendment. N451MA advises a proposed time of 09:50 local time. GC acknowledges and instructs N451MA to stand by. 1444 GC issues N451MA the IFR clearance to SLG. N451MA reads back the clearance. GC informs N451MA the read back is correct and asks if ready to taxi. N451MA reports ready to taxi. GC issues N451MA a taxi clearance to Runway 14 via Taxiways Mike, Mike 2 and to cross Runway 21. N451MA reads back the taxi clearance. 1445 GC asks N451MA if ATIS Zulu was received. N451MA advises GC ATIS Zulu is received. GC acknowledges and advises N451MA of vehicles on Taxiway Bravo. N451MA acknowledges. 1448 N451MA reports crossing Runway 21 to GC. GC acknowledges and confirms the Runway 21 crossing with N451MA, then instructs N451MA to contact MSN Local Control (LC) on frequency 119.3 when ready. N451MA acknowledges. 1450 N451MA calls LC holding short of Runway 14 at Intersection Mike 2 ready for departure. LC issues N451MA MSN wind direction, wind speed, an initial heading and a takeoff clearance for Runway 14. N451MA reads back the takeoff instructions. 1452 LC instructs N451MA to contact Departure (R3). N451MA acknowledges. N451MA checks in with R3 advising heading and altitude. R3 radar identifies N451MA and instructs N451MA to climb and maintain 10,000 feet. N451MA acknowledges. 1453 R3 instructs N451MA to proceed direct SLG. N451MA acknowledges. 1454 R3 broadcasts an attention all aircraft statement regarding Convective Significant Meteorological Information Seven-Four Charlie and Seven-Five Charlie. 1456 R3 broadcasts MSN ATIS Alpha is current with MSN altimeter 29.97. 1457 R3 asks N451MA to say flight conditions. N451MA reports conditions as smooth. R3 asks N451MA if there are any layers of clouds building to the	
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14. CHRONOLOGICAL SUMMARY OF FLIGHT west. The Pilot reports very light layers at 6,000 feet. R3 acknowledges and instructs N451MA to contact Chicago Center. No More Follows		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 29, 2024	REPORT NO. 24-002-ZKC
	NAME OF REPORTING FACILITY Chicago ARTCC (ZAU)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT April 16, 2024 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 1458 N451MA reports on the Chicago Air Route Traffic Control (ZAU) Lone Rock Sector (ZAU-64) frequency climbing through 7,000 feet to 10,000 feet. The ZAU-64 radar controller (ZAU-64R) climbs N451MA to 16,000 feet and issues the Chicago-Rockford International Airport (RFD) altimeter, 29.94. N451MA correctly reads backs the clearance. 1504 ZAU-64R completes a point out with RFD Approach Control regarding N451MA. The ZAU Malta Sector (ZAU-77) radar controller (ZAU-77R) transmits in the blind for N451MA but does not receive a reply. 1506 ZAU-64R transfers communications with N451MA to ZAU-77, 134.82. N451MA acknowledges and reports on the ZAU-77 frequency climbing through 12,900 feet to 16,000 feet. ZAU-77R issues the RFD altimeter, 29.94. 1519 ZAU-77R transfers communications with N451MA to the Burlington (ZAU-55) sector, 118.75. N451MA acknowledges and reports on the ZAU-55 frequency level at 16,000 feet. The ZAU-55 radar controller (ZAU-55R) is on the landline and does not reply. 1520 N451MA reattempts a check on. ZAU-55R replies and issues the Burlington International Airport altimeter, 29.74. 1535 ZAU-55R issues a traffic advisory to N451MA. 1537 N451MA reports the traffic in sight. 1556 ZAU-55R transfers N451MA to the Kansas City Air Route Traffic Control Center Quincy sector, 126.22. N451MA acknowledges. No More Follows		

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	NAME OF REPORTING FACILITY Kansas City ARTCC (ZKC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
April 16, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1556 N451MA contacted Kansas City Air Route Traffic Control Center (ZKC) Rivers High Sector (R50) at 16,000 feet. R50 acknowledged the check on and issued Quincy Regional Airport (UIN) Altimeter of 29.72. N451MA acknowledged the altimeter.

1609 R50 issued weather to N451MA moderate to extreme precipitation at 1 o'clock 80 miles and moderate to heavy precipitation at 11 o'clock 80 miles, both 30 miles in diameter. N451MA acknowledged weather.

1618 R50 issued weather to N451MA stated moderate to extreme precipitation on both side of your route but current route looks good on radar. N451MA acknowledged weather.

1630 R50 issued a frequency change to N451MA for ZKC 134.5. N451MA acknowledged frequency change.

1631 N451MA contacted ZKC Ozark Low Sector (R53) at 16,000 feet. R53 acknowledged check on and issued Columbia Regional Airport (COU) altimeter of 29.68. N451MA acknowledged altimeter.

1649 R53 asked N451MA if he was able to climb to 20,000 feet or she would have to vector him to the southeast around Truman Military Operations Area (MOA) Alpha, Bravo, and Charlie active from 19,000 feet and below. N451MA requested vectors due to high winds at 20,000 feet. R53 issued a left turn heading 170 degrees to N451MA. N451MA acknowledged vector.

1650 R53 issued a right turn heading 180 degrees to N451MA. N451MA acknowledged the heading.

1652 R53 issued a right turn heading 190 degrees to N451MA. N451MA acknowledged the heading.

1658 R53 issued weather to N451MA moderate precipitation at 1 o'clock and 8 miles extends 25 miles along route. R53 stated N451MA cannot deviate right for weather due to the active MOA, only left deviations are authorized. N451MA acknowledged weather and deviation restrictions.

1703 N451MA contacted R53 and requested left deviation and stated he was picking up freezing rain. R53 issued deviations left of course. N451MA acknowledged.

1704 R53 called N451MA.

1705 R53 contacted Springfield-Branson International Airport (SGF) with a point out for N451MA 8 miles north of Jefferson City. R53 stated N451MA was deviating and about to descend and she cannot get a hold of him. SGF stated his altitude was x'd out but the point out was approved. R53

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14. CHRONOLOGICAL SUMMARY OF FLIGHT acknowledged. 1706 R53 called N451MA. 1707 R53 contacted SGF and stated she lost radar on N451MA. R53 asked if N92MZ would take a heading toward N451MA to look for the aircraft. SGF stated there was a lot of weather and N92MZ would rather stay at 7,000 feet and go under the MOA. R53 acknowledged and stated she did not want to put N92MZ through the weather. 1708 Ozark Operational Supervisor (OS) contacted Midwest Air Traffic Control and stated N451MA was a simultaneous loss of radar and communications and asked if the aircraft landed at the airport. Midwest Air Traffic Control responded negative. 1710 Ozark OS contacted Columbia Jet Center and stated that they had a simultaneous loss of radar and communications and asked if N451MA had landed there. Columbia Jet Center responded negative. 1712 Unknown contacted Ozark OS and stated COU was sending the fire department out to look for him. Ozark OS acknowledged. R53 conducted a Position Relief Brief and stated she had simultaneously lost radar and communications with N451MA. 1713 Operations Manager in Charge (OMIC) contacted the Joint Air Traffic Operations Command (JATOC) Safety Event Network (JSEN) and stated he had a simultaneous loss of radar and communications with N451MA at 16,000 feet near Columbia (COU) while deviating for weather. OMIC stated an Alert Notice (ALNOT) was entered and COU dispatched Fire and Rescue to the area to search for aircraft 6 miles southwest of COU. OMIC also stated they were working on notifying local county Fire and Rescue to assist in the search. 1715 JSEN transferred OMIC to Regional Operations Center (ROC). OMIC repeated all pertinent information for N451MA to ROC personnel. 1716 JSEN transferred OMIC to Domestic Events Network (DEN). OMIC repeated all pertinent information for N451MA to DEN personnel. 1718 OMIC contacted ZKC Air Traffic Manager (ATM) and informed him of the loss of radar and communications with N451MA. ATM acknowledged. 1719 Flight Service contacted OMIC and asked if OMIC needed any assistance with N451MA aircraft incident. OMIC requested if Flight Service had any contact information on the pilot. Flight Service responded negative they had no pilot information to pass along.		

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14. CHRONOLOGICAL SUMMARY OF FLIGHT		
1720 Air Force Search and Rescue contacted OMIC and confirmed all information for N451MA. 1721 SGF contacted ZKC Ozark OS and stated Ashland Police Department found plane in a tree. Ozark OS acknowledged. 1722 OMIC received an update that Ashland Missouri Police Department found N451MA located in a tree, damage and injuries unknown and relayed information to Air Force Search and Rescue. Air Force Search and Rescue acknowledged. 1723 OMIC contacted ZKC Air Traffic Manager (ATM) and stated they found N451MA in a tree in Ashland, Missouri. ATM acknowledged. OMIC contacted ROC and stated they found N451MA in a tree in Ashland, Missouri. ROC acknowledged. 1724 SGF contacted ZKC OMIC and relayed the Ashland Police Department contact information. 1727 OMIC contacted Ashland Missouri Police Department and requested an update on damage and injuries and if the police units on the ground can confirm the N451MA tail number. Police Department confirmed tail number N451MA but had no injury updates. OMIC requested a call back from Police Department with any updated injury information. 1734 Ashland Fire Department contacted ZKC OMIC and stated that there was 1 person on board N451MA confirmed fatal and they are searching the area to ensure there were no more injuries. OMIC acknowledged 1 fatality and if any more injuries were discovered to call him back. Fire Department acknowledged. 1736 OMIC contacted ZKC Quality Control (QC) and informed them of N451MA accident. QC acknowledged. 1739 DEN contacted ZKC OMIC to confirm N451MA was located. OMIC stated affirmative with 1 fatality and that the ALNOT was cancelled. DEN acknowledged. 1740 ZKC OMIC contacted ROC and informed them that N451MA was located with one fatality. ROC acknowledged and requested Ashland Police Department contact information. OMIC acknowledged and gave ROC Ashland Police Department phone number. 1748 DEN contacted ZKC OMIC and confirmed N451MA found with 1 fatality. OMIC acknowledged. 1753 Ashland Police Department contacted ZKC OMIC and requested if the Federal Aviation Administration (FAA) had any personnel coming out to		

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14. CHRONOLOGICAL SUMMARY OF FLIGHT the crash site. OMIC gave Ashland Police Department the ROC contact information and stated the ROC will be able to answer that question. 1756 OMIC contacted ZKC Rivers OS and requested strips for N451MA. Rivers OS acknowledged. OMIC contacted ZKC Trails OS and requested strips for N451MA. Trails OS acknowledged. 1819 ZKC OMIC contacted ROC and stated he sent weather package up to the ROC via e-mail for the N451MA accident. ROC acknowledged. No More Follows		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 15, 2024	REPORT NO. 24-002-ZKC
	NAME OF REPORTING FACILITY Springfield (MO) ATCT (SGF)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT April 16, 2024 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 1705 Kansas City Center (Sector 52) contacts Mizzou Approach (MZU) for a point out on November Four Five One Mike Alpha (N451MA) 8 miles North West of Jefferson City Airport (JEF) to deviate for decent but Sector 52 is unable to re-establish communication with N451MA. MZU approach mentioned that he sees N451MA X out, has no one else around the area and approves the pointout. 1707 Sector 52 contacts MZU and informs the controller that they have lost contact with N451MA and requests November Nine Two Mike Zulu (N92MZ) being able to take a heading to navigate to the area where radar contact was lost on N451MA. The MZU controller said that he can ask N92MZ but there is weather in that area and that N92MZ had requested to stay at 7000 feet to go under Alpha and Bravo Military Operating Area (MOA). The Sector 52 controller agreed that she didn't want to put N92MZ in that weather as well. 1709 Columbia Tower (COU) contacts MZU approach and informs the controller that their joint communications division had informed them of a plane that went down around COU. The MZU controller said yes and that the target was last seen six and a half to seven miles south of COU and was about lined up for the extended center line for runway two approach. The COU tower said they will let the joint communications division know of this location N451MA was last seen on radar. 1710 COU Tower contacts MZU approach and asks what type of plane N451MA was. The MZU controller stated that they will have to look it up and informed COU Tower that N451MA was a Papa Alpha Forty Six (PA46). The MZU controller also re-stated the last known position being at 6 miles south, just barely west of the extended center line for the runway two approach. The MZU controller also informed COU Tower that it was about a two zero three heading from COU. 1712 COU Tower contacts MZU and ask if the strip indicated how many souls on board. MZU said no and stated the strip showed N451MA was going from Mike Sierra Mike (MSM) to Sierra Lima Golf (SLG). The MZU controller contacted COU Tower to ask if COU is sending out search and rescue or if MZU needs too. COU informed MZU that they have already sent out search and rescue. 1714 MZU contacts COU and requests that Envoy Thirty Four Sixteen (ENY3416) to maintain 3000 on the runway heading to see if ENY3416 can see N451MA on the ground. COU acknowledges. 1716 ENY3416 checks in with MZU on departure. MZU asks if they can look for N451MA as they are departing. ENY3416 acknowledges. 1718 MZU approves deviations to the left and climbs ENY3416 to seven		
FAA Form 8020-6-1 (12-18) Supersedes Previous Edition 24-002-ZKC N451MA		

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14. CHRONOLOGICAL SUMMARY OF FLIGHT thousand feet. ENY3416 acknowledges and reports that they did not see a downed aircraft. No More Follows		