



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

REPORT DATE

June 24, 2024

REPORT NO.

24-002-ZDV

NAME OF REPORTING FACILITY

Denver TRACON (D01)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 17, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2055 N245T called D01 Clearance Delivery via the phone and received their Instrument Flight Rules (IFR) clearance from Longmont airport to the Ogden airport.

2114 N245T called D01 Clearance Delivery via the phone ready for departure. N245T was released for departure.

2118 N245T checked on frequency with Departure Radar 2 (DR2). N245T was radar identified and mode C is validated.

2120 DR2 instructed N245T, reaching 7,000 feet turn right heading 180, climb and maintain 16,000 feet. N245T asked the controller to verify the heading. DR2 instructed the N245T to turn right heading 190, climb and maintain 16,000 feet.

2124 DR2 instructs N245T to turn right heading 220 and then heading 240.

2125 DR2 asked N245T if they can increase the rate of climb for the mountain through 14,000 feet. Pilot stated they would increase their climb.

2126 DR2 instructed N245T to fly heading 290 intercept V-8.

2130 DR2 issued N245T Visual Flight Rules (VFR) traffic.

2132 DR2 frequency changed N245T to ZDV.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 02, 2024	REPORT NO. 24-002-ZDV
	NAME OF REPORTING FACILITY Denver ARTCC (ZDV)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 June 17, 2024

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2131 Denver Approach Control Departure Radar (DR2) completed a radar handoff of N245T to ZDV Sector 6 Radar (6R). DR2 called to relay information to 6R about N245T having Visual Flight Rules (VFR) traffic in sight.

2133 N245T checked in with 6R at 16,000 feet and received the Denver altimeter.

2139 6R cleared N245T direct to destination Ogden, Utah (KOGD).

2148 6R transferred communications of N245T to ZDV Sector 11 Radar (11R). N245T checked on 11R frequency at 16,000 feet and was issued the Hayden altimeter.

2157 N245T reported a cylinder temperature issue and requested to divert to Steamboat Springs Airport (KSBS). 11R cleared N245T direct to KSBS.

2158 11R requested N245T to advise when they had the weather and notices to air mission's (NOTAMS) at KSBS and what type of approach they were planning. N245T replied that they would have that information in just a moment.

2200 11R issued a descent to N245T to 15,000 feet and the KSBS altimeter.

2201 N245T advised they would do a visual approach to runway 14 at KSBS. 11R issued the position and distance of KSBS to N245T. 11R issued a descent to 14,000 feet to N245T.

2202 11R issued the position and distance of KSBS to N245T. N245T advised they were over KSBS and that it was underneath the plane.

2203 11R asked N245T if they would like a visual approach or vectors back around. N245T requested to be vectored back around and then they would shoot a visual.

2204 11R issued N245T present heading. 11R cleared N245T back to KSBS. N245T discussed returning back to Fort Collins Loveland Airport (KFNL).

2205 11R issued a frequency change to N245T. N245T reported on new frequency. 11R asked N245T to say his intentions. N245T requested a vector to KFNL. 11R issued a 080 heading to N245T.

2207 11R asked N245T if they were able to climb to 15,000 feet to avoid terrain. N245T replied they could climb and 11R issued a climb to 15,000 feet.

2209 11R initiated a position relief briefing. N245T reported losing the left engine and requested a vector back to KSBS. 11R cleared N245T



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direct to KSBS and asked if there was anything he needed. N245T responded in the negative. N245T's altitude showed a few hundred feet lower than the assigned altitude of 15,000 feet.

2210 11R verified that N245T was able to hold altitude and asked if they needed a heading for KSBS. N245T responded they had KSBS in the Global Positioning System (GPS) and did not need a heading. 11R issued a descent to 14,000 feet to N245T.

2212 11R issued N245T the position and distance of KSBS.

2213 11R issued a low altitude alert and a climb back to 14,000 feet for N245T.

2214 11R issued N245T the position and distance of KSBS.

2215 11R issued a descent to 13,000 feet to N245T.

2216 N245T reported KSBS in sight. 11R cleared N245T for a visual approach to KSBS and asked if they needed any assistance on the ground. N245T responded in the negative.

2217 11R changed N245T to advisory frequency and requested them to report landing assured.

2241 Alert Notice (ALNOT) was issued for N245T.

2315 ALNOT for N245T was cancelled.

No More Follows