

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Report Date: September 28, 2012		Report Number: TPA-ATCT-0147			
		Name of Reporting Facility: Tampa ATCT (TPA)					
REPORT OF AIRCRAFT ACCIDENT							
1. Aircraft Identification and Type N21750, C172		2. Date/Time of Accident (GMT): September 22, 2012: 0550 UTC		3. Location of Accident: Land O' Lakes, FL, Pasco County, Near Lake Irene Road and Bexley Road			
4. Nature of Accident: Aircraft crashed in a field near Land O' Lakes, Florida.			5. Type of Flight: Cross country flight - No Flight Plan				
6. Flight Crew	Name	Position	Address (City and State)	Uninjured	Injured	Fatality	Unknown
	Andreas Wendel	Pilot	Unknown			X	
7. Passenger Data: (If available, list names, addresses, extent of injuries and other information on continuation sheet.)			Number Aboard 0	Number Uninjured 0	Number Injured 0	Number Fatalities 0	
8. Aircraft Damage: Destroyed			9. Property Damage: None				
10. Operating Status of Navigational Aids/Lights/Communications: Normal							
11. Weather Data	Conditions in Accident Area at Time of Accident: Tampa METAR - 0053 EDT: Automated, wind variable at zero four knots, visibility one zero statute miles, few clouds at one thousand two hundred, one three thousand scattered, ceiling two five thousand broken, temperature two two, dew point two one, altimeter three zero zero one						
	Report Just Prior to Accident: Tampa METAR - 0053 EDT: Automated, wind variable at zero four knots, visibility one zero statute miles, few clouds at one thousand two hundred, one three thousand scattered, ceiling two five thousand broken, temperature two two, dew point two one, altimeter three zero zero one					Date/Time: 9/22/2012 0453 UTC	
	First Report Subsequent to Accident: Tampa METAR - 0153 EDT: Automated, wind calm, visibility one zero statute miles, few clouds at one thousand five hundred, one one thousand scattered, two five thousand scattered, temperature two three, dew point two one, altimeter two nine nine nine					Date/Time: 9/22/2012 0553 UTC	
12. ATIS Personnel Involved	Name	Facility	Operating Position	Check If Eyewitness			
	Benton T. Tucker *(Z/F)	TPA ATCT	LC/LC				
*Operating Initials							
13. Signature of Facility Manager							
Laurie Zugay							



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

REPORT DATE

October 30, 2012

REPORT NO

TPA-ATCT-0147

NAME OF REPORTING FACILITY

Pensacola TRACON (P31)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

September 12, 2012

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0233 N21750 requested VFR clearance to Tampa Executive Airport.
0236 Ground Control (GC) issued departure instructions to N21750.
0237 GC issued taxi instructions to N21750 for a Runway 17 departure.
0244 Local Control (LC) cleared N21750 for takeoff.
0245 LC instructed N21750 to fly heading 140 and contact departure.
0246 N21750 checked on E Arrival Radar (E-AR) position and was instructed to fly heading 140 to join the coastline.
0248 E-AR instructed N21750 to fly heading 110 to join the coastline.
0256 E-AR instructed N21750 to contact Eglin Approach.

No More Follows



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

REPORT DATE

October 23, 2012

REPORT NO

TPA-ATCT-0147

NAME OF REPORTING FACILITY

Jacksonville ARTCC (ZJX)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

September 22, 2012

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0313 Jacksonville Center (ZJX) Nepta (R30)) Sector called Eglin Approach to inquire about N21750's destination and intentions.
- 0315 N21750 made initial contact with ZJX R30. R30 issued the pilot the current Panama altimeter setting and requested the pilots route of flight. The pilot of N21750 stated that the GPS was not working and he would be flying using basic navigation. N21750 advised R30 that his route of flight would be Tallahassee (TLH) airport then the shoreline southbound to Tampa Executive (KVDF) airport. R30 acknowledged.
- 0347 R30 instructed N21750 to switch to frequency 128.62. N21750 acknowledged.
- 0348 N21750 made initial contact with ZJX Tallahassee (R28) sector. N21750 reported level at 7500ft. R28 issued the current TLH altimeter setting.
- 0356 R28 questioned N21750 about the intended route of flight. N21750 advised R28 that the planned route of flight was TLH V O R and he did not have GPS and planned on using basic navigation. R28 questioned N21750 if the planned route of flight was TLH airport direct to KVDF. N21750 replied TLH airport then Perry County (40J) airport, Crystal River (KCGC) airport, then KVDF.
- 0415 R28 advised N21750 of moderate precipitation extending for the next 5 miles along the route of flight. N21750 asked R28 if the heights of the precipitation were known. R28 again stated that the precipitation extended for the next five miles and N21750 acknowledged.
- 0419 R28 asked N21750 what fix he planned to navigate to next.
- 0420 N21750 advised R28 that he planned to fly direct TLH airport 40J KCGC then KVDF. R28 advised N21750 that he was already 15 nautical miles east of TLH. N21750 stated that he was unable to pick up TLH and requested a direction from R28 to correct. R28 controller told N21750 that there is no V O R at TLH.
- 0421 N21750 stated that there was a V O R on the sectional co-located and would call back. R28 advised N21750 that to navigate from present position to 40J would be about a 130 degree heading for 30 nautical miles and then from 40J to KCGC would be about a 155 degree heading for 65 nautical miles.
- 0422 N21750 thanked the controller and advised that he had meant Seminole (SZW) V O R instead of TLH V O R and would like to go there first. R28 advised N21750 that the SZW V O R was 20 nautical miles behind him and advised N21750 to proceed direct 40J.
- 0425 R28 made a land line call to the ZJX Traffic Management Unit (TMU) and advised them that N21750 was having difficulty navigating.



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(Continuation Sheet)

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NAME OF REPORTING FACILITY

Jacksonville ARTCC (ZJX)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

- 0426 N21750 requested to navigate straight line direct 40J. Unanswered.
- 0429 R28 called N21750. N21750 requested direct Cross City (CTY) V O R direct KVDF. R28 acknowledged.
- 0429 R28 called N21750 and asked if the pilot filed a VFR flight plan. N21750 indicated that he did not file a flight plan prior to departure and just received flight following. R28 asked N21750 if he was single pilot on board; N21750 answered affirmative. N21750 stated again that his GPS was out of service.
- 0431 N21750 called and R28 asked him to stand by.
- 0432 R28 told N21750 to go ahead. N21750 clarified that his intention was to land at KVDF and did not intend to land at Cross City (KCTY) airport.
- 0441 R28 issued N21750 a frequency change to 127.8. N21750 acknowledged.
- 0442 N21750 checked on frequency 127.8.
- 0457 R28 called Jacksonville Approach (JAX) Vtts sector to discuss N21750. R28 coordinated N21750 did not have a GPS and was having trouble navigating.
- 0505 R28 issued N21750 a frequency change to JAX. N21750 acknowledged.

No More Follows



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

REPORT DATE

September 28, 2012

REPORT NO.

TPA-ATCT-0147

NAME OF REPORTING FACILITY

Jacksonville ATCT (JAX)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

September 22, 2012

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0506 N21750 checked in with Jacksonville Airport Traffic Control Tower (JAX) East Radar (E) level at 7500 feet and was issued the altimeter setting.

0530 JAX E instructed N21750 to contact Tampa Approach on frequency 118.8.

No More Follows



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Tampa ATCT (TPA)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

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- 0530 N21750 contacts Tampa Approach at 7,500 feet inbound to Tampa Executive Airport.
- 0533 Tampa Approach clears N21750 into Class "B" airspace, provides the altimeter and advises no airport landing information or weather available. Tampa Approach advises N21750 to report when he has obtained the weather.
- 0534 N21750 advises Tampa Approach he has the weather and Tampa Approach issues a VFR descent at pilots discretion.
- 0549 Tampa Approach notices N21750 descending below 1,000 feet 15 miles northwest of Tampa Executive Airport and begins to call the aircraft and gets no response.
- 0550 Tampa Approach notifies the ROC of lost communications and lost radar on N21750.
- 0604 Tampa Approach attempts to call N21750 on the frequency and asks for assistance from other aircraft in the vicinity.
- 0632 Tampa Approach acquires assistance from a police helicopter to fly to the location.
- 0643 Police helicopter locates plane wreckage and lands to investigate.

No More Follows



Federal Aviation Administration

Memorandum

Date: October 16, 2012
To: Aircraft Accident File TPA-ATCT-0147
From: Tampa Airport Traffic Control Tower
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N21750
Land O' Lakes, FL, September 22, 2012

This transcription covers the Tampa Airport Traffic Control Tower (ATCT) LC LC position for the time period from September 22, 2012, 0525 UTC, to September 22, 2012, 0718 UTC.

Agencies Making Transmissions

C172, N21750
Tampa Tower, Local Control
Lockheed Martin Flight Service Station
Jacksonville Enroute Traffic Control
Center
Flight Express 421
LJ35, N181CA
HELO, Police Department 4

Abbreviations

N21750
LC
LMFSS
ZJX
FLX421
N181CA
PD4

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N21750.

[REDACTED]
R. Shane Goldman
Quality Control Specialist
Tampa ATCT

0525

(0526-0529)

0530

0530:39

N21750

tampa approach good morning skyhawk two one seven five
zero seven thousand five hundred feet enroute to tampa
exec

0530:51

LC

skyhawk two one seven five zero tampa approach good
morning tampa altimeter three zero zero zero cleared
into the bravo airspace and i don't have any landing
runway or weather information available at tampa
executive on this frequency advise me when you have the

0531		weather
0531:05	N21750	okay i'll get the weather at tampa exec altimeter three thousand skyhawk two one seven five zero
0533		
0533:48	N21750	tampa approach skyhawk two one seven five zero back i've got the weather at tampa exec
0533:55	LC	skyhawk seven five zero roger v f r descent at pilot's discretion
0533:58	N21750	skyhawk seven five zero
0536		
(0537-0548)		
0549		
0549:27	LC	november two one seven five zero tampa
0549:35	LC	november two one seven five zero tampa
0549:57	LC	skyhawk two one seven five zero tampa approach
0550:14	LC	skyhawk two one seven five zero tampa approach
0550:33	LC	skyhawk two one seven five zero tampa approach
0550:57	LC	skyhawk two one seven five zero tampa approach
0551:57	LC	skyhawk two one seven five zero contact tampa approach on one one eight point eight
0552:45	LC	skyhawk two one seven five zero tampa approach
0557:08	LC	line clear
0557:15	LC	skyhawk two one seven five zero tampa approach
0557:23	LMFSS	flight service good morning
0557:25	LC	flight service tampa tower how are you doing

0557:27 LMFSS i'm doing well how about yourself

0557:29 LC i'm alright do you have any v f r flight plan information on a skyhawk two one seven five zero supposed to be landing at tampa executive

0557:39 LMFSS two one seven five zero

0557:40 LC yeah

0557:42 LMFSS let's see here

0557:45 LMFSS two one seven five zero they have not called us within the past two days

0557:50 LC in the past two days

0557:51 LMFSS yeah

0557:53 LC alright well he was supposed to be landing at tampa executive and he checked in on my frequency i gave him a y f r descent and now he won't talk to me and he is coasting out there no

0558:03 LMFSS okay well um let's see i can try sending out a q r u q to duats i assume they are probably who has that unless you guys have the ability to do that

0558:14 LC i don't i don't even know what it is no

0558:17 LMFSS alright i'll uh i'll send it off and see what we get

0558:20 LC alright thanks

0558:21 LMFSS alright e b

0558:22 LC z t

0559:51 LC tampa

0559:55 LMFSS you guys just called on two one seven five zero right

0559:58 LC correct

0600:01 LMFSS yeah i called up uh sent a message up to duats the electronic vendors and none of them have any information on that flight

0600:04 LC alright

0600:05 LMFSS uh aircraft

0600:07 LC alright thank you very much

0600:08 LMFSS e b

0600:09 LC z t

0601:48 LC line clear

0601:55 ZJX jacksonville watch desk

0601:58 LC jacks this is tampa tower i have a v f r skyhawk two one seven five zero that was landing tampa executive and he was cleared into my airspace told to v f r descent out of seventy five hundred he got about fifteen northwest of tampa executive and he was descending out of a thousand feet and i started trying to call him he didn't respond i noticed him go out of six hundred i noticed his tag go out of four hundred and now it's coasting about fifteen northwest of uh tampa executive and he won't respond

0602:32 ZJX okay what's the call sign

0602:33 LC it's november two one seven five zero a v f r skyhawk

0602:39 ZJX was that two one seven five zero before was that the one you called me about it's all the way that wasn't the call sign you don't remember

0602:47 LC just a v f r skyhawk that came in

0602:51 ZJX so you were talking to him

0602:53 LC i was talking to him for a while cleared him into the
bravo told him v f r descent at his discretion and uh he
kept going down i noticed him getting kind of low out
there so i tried to call him and he just kept descending
and descending and he won't call me and now he is
coasting

0603:11 ZJX okie dokie um what's your land line phone number

0603:15 LC um landline like as in regular telephone

0603:18 ZJX yes

0603:20 LC uh eight one three three seven one seven seven four
seven

0603:27 ZJX okay i'll call you back

0603:30 LC okay thank you

0604:29 LC flight express four twenty one i'm going to get you to
do me a favor if you don't mind change to my frequency
one one eight point eight

0604:43 FLX421 and this is flight express four twenty one we're on one
one eight point eight

0604:48 LC flight express four twenty one can you check and see if
you can raise a call sign uh aircraft november two one
seven five zero

0604:55 FLX421 alright give me a second to write it down

0604:58 LC roger

0605:02 FLX421 and it was two one five seven zero

0605:05 LC two one seven five zero

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0605:09 FLX421 two one seven five zero alright and uh uh aircraft two
one seven five zero this is flight express four twenty
one can you hear me

0605:28 FLX421 uh november two one seven five zero uh how do you hear

0605:36 FLX421 and flight express four twenty one i'm not getting any
response

0605:41 LC and flight express four twenty one roger thank you very
much

0605:45 FLX421 your welcome
0606
0607
0608

0608:58 LC skyhawk two one seven five zero tampa approach
0609
(0610-0619)
0620

0620:26 LC november two one seven five zero tampa approach
0621
0622

0622:36 LC skyhawk two one seven five zero tampa
0623
(0624-0626)
0627

0627:05 LC november two one seven five zero tampa
0628

0628:08 LC november one charlie alpha can you monitor guard for a
moment and see if you are receiving any elt's

0628:14 N181CA will do

0628:23 N181CA that's negative

0628:25 LC november one charlie alpha

0628:30 LC and one other thing if i could get you to try you're on
one one eight point eight right

0628:37 N181CA one one eight point eight november one charlie alpha can
we get lower and we have the airport

0628:41 LC yes sir i just got to get you into my airspace and i'll

have your visual approach clearance in just a moment you changed correction try to transmit to a november two one seven five zero and see if you hear a response

0628:52 N181CA okay and will cancel the i f r with you and just go v f r now one eight one charlie alpha

0629

0629:01 LC one charlie alpha roger your i f r cancellation is received and v f r descent at pilot's discretion

0629:05 N181CA roger say the number of the other airplane again

0629:08 LC november one charlie alpha it's november two one seven five zero

0629:13 N181CA roger on this frequency

0629:14 LC yes sir

0629:15 N181CA two one seven five zero do you read one charlie alpha

0629:25 N181CA uh no response

0629:28 LC november one charlie alpha roger

0630

(0631-0633)

0634

0634:06 LC p d four i've got a question for you i've got a v f r that was descending into tampa executive from the northwest it may be out of your jurisdiction about sixteen directly north of tampa

0634:19 PD4 are we talking vandenbergh or the old tampa executive

0634:22 LC uh he was going into uh vandenbergh

0634:27 PD4 yeah that's no problem what kind of aircraft was it

0634:31 LC that's where he was supposed to go but uh he descended uh he was still sixteen north of tampa and uh i noticed him descending below a thousand tried to call him and watched him keep descending below four hundred and then i lost his tag out there it was a cessna one seventy two

0634:50 PD4 alright how long ago was this

0634:53 LC uh it's been about thirty minutes ago he was a v f r guy
um but i haven't heard anything no elt's called pretty
much everybody so but i just wanted to check

0635 PD4

0635:07 PD4 roger that we're uh equipped with an infrared camera and
goggles will head on up there you just give us a steer
towards his position on radar will look around there

0635:17 LC about a three five five heading from your present
position and then one six miles

0635:56 LC p d four make your heading three six zero
0636

0636:17 LC p d four make your heading three six zero

0636:32 LC p d four did you copy

0636:33 PD4 p d four affirmative
0637
(0638-0639)
0640

0640:01 LC p d four i noticed a primary target left from where i
had a track on that airplane and it was about twelve
o'clock and maybe two miles where i last saw the primary
target uh maybe twelve to one o'clock two miles

0640:21 PD4 p d four roger how long ago did you see that primary
target

0640:25 LC that was now it's been about uh forty minutes

0640:32 PD4 p d four are we still south of it or we gone level to it

0640:36 LC uh your still south of it by the last place i saw the
primary target and last observed the target was at an
altitude of four hundred and that's still three north of
you

0640:57 PD4 where are we in relation to the old tampa exec that was
up here

0641

0641:02 LC are you talking about the uh the airpark you talking about hidden lakes

0641:09 PD4 i don't know if it's hidden lakes there was an old tampa exec that was north of uh tampa international that closed down had an east west runway

0641:17 LC yeah i think that was more i don't think that was as far north as you are

0641:24 PD4 alright how are we relative to were you last saw the guy

0641:29 LC uh last confirmed hit i had on the aircraft was about a mile and a half north northwest of you maybe a three five five heading and the last place i saw a primary was just were you are now

0641:43 PD4 did he have a steady direction of travel

0641:46 LC he was steadily traveling toward tampa executive uh northwest to southeast about a one sixty heading

0641:55 PD4 alright we're not seeing anything up here we're going to head toward tampa exec and see if we can find him on the ramp down there

0642

0642:02 LC okay if you could before you do that look about a mile northwest of you about now about a three forty five heading northwest of you and that was the last place i saw the confirmed target i'm not sure about the primary target there so

0642:17 PD4 alright roger for your information this area right here is a very wide open area a lot of fields and stands of trees i don't know if he decided to do some low level playing around or what but it's very open up here no houses within three miles of were i am right now

0642:36 LC yeah you're just west of the veterans right

0642:39 PD4 i yes we're east of it i think

0642:41 LC that's what i meant east of the veterans about a mile or so

0642:46 PD4 we've got some light over here by a stand of trees on
night vision goggles we'll check that out real quick

0642:52 LC about right your almost exactly where i last observed
0643 target was about off your left side there

0643:10 LC right there is where he was observed

0643:26 LC p d four how do you read

0643:28 LC p d four tampa tower

0643:39 LC p d four tampa tower

0643:40 PD4 tampa (unintelligible) fire and wreckage
(unintelligible)

0643:48 LC p d four your breaking up unreadable say again

0643:51 FLX421 and uh tower flight express four twenty one i got p d
four and he said they have fire and wreckage

0643:57 LC p d four correction flight express four twenty one thank
0644 you

0644:01 FLX421 and four twenty one (unintelligible)

0644:18 LC flight express four twenty one say again

0644:22 FLX421 and tower p d four he was giving me something just a
second

0644:29 FLX421 and p d four flight express can you repeat that

0644:40 FLX421 and tower p d four says he is landing and getting an
observer off to try and find survivors

0644:47 LC flight express four twenty one thank you
0645
(0646-0655)
0656

TPA-ATCT-0147
N21750

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0656:17 PD4 tampa tower p d four how copy

0656:19 LC p d four tampa how do you hear me now

0656:21 PD4 p d four we hear you now we're enroute back to tampa we found wreckage and a fire at that location my observer exited the aircraft went over and checked the plane was fully engulfed in flames pretty much nothing left we passed on the coordinates to our dispatch what's your procedure from here sir

0656:40 LC we're notifying people is that in pasco county

0656:47 PD4 yeah it's going to be up uh right near the pasco county line i will call our dispatcher actually stand by

0656:59 PD4 let me have you copy a phone number let me know when you are ready

0657 0657:02 LC go ahead

0657:05 PD4 two three one six one three zero two three one six one three zero our call sign for our dispatch is air three if you call that number and ask for the coordinates i gave the dispatcher they will give you the coordinates as well

0657:19 LC okay and it's area code eight one three

0657:29 PD4 that's roger

0657:30 LC okay and uh will you guys notify pasco county in that county and let them know approximately i don't know where the county lines are up there i don't have them right in front of me is it near a rode or anything

0658 0659 0659:33 LC p d four tower

0659:35 PD4 p d four go ahead

0659:38 LC did you say it was near a rode or anything as far as we call pasco county or did you call pasco county sheriff or someone to possible get out in that area

0659:46 PD4 we haven't called pasco county yet i'll get with our dispatcher they've got a priority situation going on our frequency but i'll get with our dispatch and ask them to pass it along

0659:55 LC okay i will give them a call too
0700
(0701-0710)
0711

0711:45 PD4 tampa tower p d four

0711:47 LC p d four tower go ahead

0711:50 PD4 were you able to get those coordinates sir

0711:53 LC yeah we sure did and uh pasco has been notified and when you landed was there a road or something around there how did you do that were you in a field or something

0712

0712:01 PD4 we've got night vision goggles in an open field and what the observer said on the ground it looked like he clipped some trees over there the plane was fully engulfed and the aluminum body was melted down to the ground

0712:15 LC okay and uh were you near a road at all or you even sure

0712:21 PD4 there are dirt tracks leading in there but there is not a hard ball road for probably half a mile to a mile in any direction

0712:28 LC okay thanks

0712:34 PD4 if they need to get people out there right away we can probably coordinate a ride out there for them uh but i don't know that there is a lot of urgency to get out there otherwise they should be able to get out there by jeep going out

0712:46 LC p d four roger
0713
(0714-0717)
0718

End of Transcript