

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Report Date: January 9, 2015		Report Number: ZTL-ARTCC-0286			
		Name of Reporting Facility: Atlanta ARTCC (ZTL)					
1. Aircraft Identification and Type: N900KN, TBM7		2. Date/Time of Accident (GMT): September 5, 2014; 1811 UTC		3. Location of Accident: Port Antonio, JM; 14 Miles NE of Port Antonio			
4. Nature of Accident: Aircraft crashed en route.			5. Type of Flight: IFR Flight Plan				
6. Flight Crew	Name	Position	Address (City and State)	Uninjured	Injured	Fatality	Unknown
	Larry Glazer	Pilot	Rochester, NY			X	
7. Passenger Data: (If available, list names, addresses, extent of injuries and other information on continuation sheet.)			Number Aboard 1	Number Uninjured 0	Number Injured 0	Number Fatalities 1	
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: VERO BEACH, FL, VERO BEACH MUNI ARPT METAR - 1153 EDT: wind one two zero at six knots, visibility one zero statute miles, two thousand seven hundred scattered, three thousand seven hundred scattered, temperature three one, dew point two three, altimeter three zero one two						
	Report Just Prior to Accident: VERO BEACH, FL, VERO BEACH MUNI ARPT METAR - 1153 EDT: wind one two zero at six knots, visibility one zero statute miles, two thousand seven hundred scattered, three thousand seven hundred scattered, temperature three one, dew point two three, altimeter three zero one two					Date/Time 09/05/2014 15:53 UTC	
	First Report Subsequent to Accident: FREEPORT, BAHAMAS, GRAND BAHAMA INTERNATIONAL METAR - 1400 EDT: wind one two zero at nine knots, visibility more than 10km, in the vicinity showers, few clouds at one thousand eight hundred, few clouds at two thousand, ceiling two five thousand broken, temperature three one, dew point two six, altimeter three zero zero six					Date/Time 09/05/2014 18:00 UTC	
12. ATS Personnel Involved	Name	Facility	Operating Position		Check If Eyewitness		
	Betsy M. Franklin *(QU)	ZTL ARTCC	R43 R				
	Michael D. Seymour (BO)	ZTL ARTCC	D43 RA				
	Dennis H. Underwood (DU)	ZTL ARTCC	R43 R				
	Shawn H. Willcutt (WZ)	ZTL ARTCC	R33 R				
	David J. Kojali (KK)	ZTL ARTCC	D33 RA				
	Brian C. Gehr (BT)	ZTL ARTCC	R47 R				
	Wayne D. Mims (VV)	ZTL ARTCC	A2SUP O				
*Operating Initials							
13. Signature of Facility Manager Shaun R. Sanders							

FAA Form 8020-6 (12-10) Supersedes Previous Edition

Electronic Version

ZTL-ARTCC-0286

N900KN

...

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE	REPORT NO.
	January 09, 2015	ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1414 R33 called N900KN. N900KN did not acknowledge. R33 asked ASQ5685 to call N900KN. ASQ5685 acknowledged.

1415 ASQ5685 called N900KN. N900KN did not acknowledge. R33 called N900KN two times. N900KN did not acknowledge.

1421 R33 called N900KN. N900KN did not acknowledge.

1424 R33 called N900KN. N900KN did not acknowledge. R33 stated the clearance to flight level 200 to N900KN two times. N900KN did not acknowledge.

1426 R33 called N900KN and instructed the aircraft to contact Jacksonville ARTCC (ZJX) twice. N900KN did not acknowledge.

1434 R33 called N900KN. N900KN did not acknowledge.

1435 R33 called N900KN. N900KN did not acknowledge.

1444 R33 called N900KN twice. N900KN did not acknowledge.

12. ATS Personnel Involved, Continued.

Kelly E. Brown (KB), ZTL ARTCC, OMIC O
Michael D. Fields (VV), ZTL ARTCC, R33 R
Robert A. Brown (YZ), ZTL ARTCC, OMIC2 O
Jeffrey S. Sokol (JQ), ZJX ARTCC, E-OS-O FM
Carolyn I. Foster (CN), ZJX ARTCC, N-OS-O FM
German Olan (NY), ZJX ARTCC, STMC TM
Victoria R. Stovall (XA), ZJX ARTCC, TMML TM
Eugene W. Wygal (IV), ZJX ARTCC, WMIC OM
Jose Angel Irizarry (IZ), ZJX ARTCC, WMIC OM
Eugene W. Wygal (IV), ZJX ARTCC, WMIC OM
Amy M. Richle (AF), ZJX ARTCC, R66 R
Marc H. London (FX), ZJX ARTCC, D66 RA
Harrison J. Johnston (BU), ZJX ARTCC, R72 R
Ian B. Levine (EN), ZJX ARTCC, R72 R
Mark D. Nelson (ZV), ZJX ARTCC, R71 R
Jasper J. Bosold (JI), ZJX ARTCC, R47 R
Marc H. London (FX), ZJX ARTCC, D47 RA
Cassandra R. Justyn (CR), ZJX ARTCC, D72 RA
Jassen L. Carter (OW), ZJX ARTCC, D71 RA
Christopher R. Capps (CB), ZJX ARTCC, R47 R
Joseph C. Sachs (TQ), ZJX ARTCC, R71 R
Cassandra R. Justyn (CR), ZJX ARTCC, R52 R
Matthew J Demasic (PB), ZJX ARTCC, R52 R
Anthony D. West (AW), ZJX ARTCC, D52 RA
Anthony D. West (AW), ZJX ARTCC, R52 R
Robert J. Gilroy (GY), ZMA ARTCC, S-A3 FM
Edward L. Wood (EW), ZMA ARTCC, WSUC O
Robert B. Kresach (RC), ZMA ARTCC, D2 RA
Keith M. Criswell (NW), ZMA ARTCC, S-A2A2 FM

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 09, 2015 NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	REPORT NO. ZTL-ARTCC-0286
14. CHRONOLOGICAL SUMMARY OF FLIGHT Eric T. Woodring (BA), ZMA ARTCC, R2 R Duane M. Tyrell (DT), ZMA ARTCC, R2 R David A. Mazor (DN), ZMA ARTCC, R67 R Stuart K. Hahn (SS), ZMA ARTCC, D67 RA Richard J. Wetton (FX), ZMA ARTCC, TMML1 TM Sheldon Kranis (IE), ZMA ARTCC, D2 RA Janice Y. Deak (JD), ZMA ARTCC, XO TM Brandi L. Laffey (BQ), ZMA ARTCC, D26 RA Paul A. McLeod (PN), ZMA ARTCC, H26 H John K. Lennox (LJ), ZMA ARTCC, R26 R John K. Lennox (LJ), ZMA ARTCC, R26 R Amir L. Amini (AM), ZMA ARTCC, R26 R Amir L. Amini (AM), ZMA ARTCC, R26 R Paul G. Poirier (PO), ZMA ARTCC, R1 R Carolyn M. Simpson (QQ), ZMA ARTCC, D2 RA Stephanie A. Johnson (JN), ZMA ARTCC, TMEC1 TM Kenneth R. Glass (XS), ZMA ARTCC, R19 R Joao Carvalho-Silva (DR), ZMA ARTCC, D19 RA Jessica Anaya (AF), ZMA ARTCC, ERAM N-A Pedro Gonzalez (PG), ZMA ARTCC, ERAM N-A Richard P. Deroextra (RD), ZMA ARTCC, H2 H Richard P. Deroextra (RD), ZMA ARTCC, H1 H Kevin A. Wilson (IN), ZMA ARTCC, TMML2 TM Pamela J. Fero (BX), ZMA ARTCC, D1 RA Shelly L. Taylor (SH), ZMA ARTCC, D26 RA Manuel Nino (AN), ZMA ARTCC, D40 RA Scott W. Keiling (YB), ZMA ARTCC, R40 R Hector Rosado (HR), ZMA ARTCC, D40 RA Hector Rosado (HR), ZMA ARTCC, R40 R Javier J. Vives (TW), ZMA ARTCC, R58 R Hugo D. Alfaro (HA), ZMA ARTCC, R58 R Seth F. Lucherini (SI), ZMA ARTCC, D58 RA Steven A. Wallace (ZZ), ZMA ARTCC, NA N-A Dean P. Logvin (DL), ZMA ARTCC, S-A4C FM Guillermo Dezayas (GD), ZMA ARTCC, R60 R Brian J. Flynn (FJ), ZMA ARTCC, S-A42 FM Athony N. Turiano (BT), ZMA ARTCC, D40 RA Brian K. Stevens (BS), ZMA ARTCC, R24 R Jeffrey D. Wirs (WT), ZMA ARTCC, D60 RA Kara L. McCabe (GT), ZMA ARTCC, H58 H Kara L. McCabe (GT), ZMA ARTCC, H60 H Kara L. McCabe (GT), ZMA ARTCC, H43 H Kurt G. Aberhorn (KZ), ZMA ARTCC, R5 R Thomas M. Della Vecchia (TC), ZMA ARTCC, S-A1 FM Zulema B. Gheresi (ZU), ZMA ARTCC, R43 R Zulema B. Gheresi (ZU), ZMA ARTCC, D43 RA Yessenia Millan (YP), ZMA ARTCC, R43 R Thervesa K. Burrows (TH), ZMA ARTCC, S-A40 FM Henry J. Tracy (TB), ZMA ARTCC, MLS N-A John S. Mauricio (JM), ZMA ARTCC, FD FD		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 09, 2015	REPORT NO. ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

Yamileth Gonzalez (YZ), ZMA ARTCC, FD FD
 Brenson J. Parks (BP), ZMA ARTCC, D43 RA
 Crystal L. Tebbe (CU), ZMA ARTCC, STMC1 TM
 Jorge C. Rivera (RY), ZMA ARTCC, NA N-A
 Lindsay K. Mendez (NZ), ZMA ARTCC, TMML1 TM
 Christopher A. Bain (CA), ZMA ARTCC, S-A42 FM
 Clinton E. Weekes (CW), ZMA ARTCC, WSIC O

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 19, 2014	REPORT NO ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Rochester ATCT (ROC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 05, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1215 N900KN contacted ROC Flight Data (FD) and received an IFR clearance to Naples, Florida.

1216 N900KN contacted ROC Ground Control (GC). GC issued taxi instructions to the departure runway. N900KN acknowledged and read back the instructions.

1224 N900KN contacted ROC Local Control and was issued departure instructions. N900KN acknowledged the departure instructions.

1226 N900KN made radio contact with ROC Final Radar (FR). FR instructed N900KN to climb to 9,000 feet, proceed direct to Taylor VOR and issued traffic. N900KN acknowledged the clearance and traffic. FR instructed N900KN to climb to 10,000 feet and contact Cleveland ARTCC. N900KN acknowledged the clearance.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 22, 2014	REPORT NO. ZTL-ARTCC-0286
NAME OF REPORTING FACILITY Cleveland ARTCC (ZOB)		

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 05, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1232 N900KN checked on with the Cleveland Center Buffalo Sector Controller (R33) climbing to 10,000 MSL. N900KN was cleared to climb to 12,000 MSL.

1234 N900KN was cleared to climb to FL270. N900KN was instructed to contact the next Cleveland Center Controller.

1235 N900KN checked on with the Cleveland Center Bradford Sector Controller (R73) and reported climbing to FL270. R73 acknowledged the call from N900KN.

1243 N900KN was cleared to FL280 and the pilot read back the clearance altitude.

1244 N900KN was instructed to contact the next Cleveland Center Controller. N900KN acknowledged the frequency change. N900KN checked on with the Cleveland Center, Warren Sector Controller (R77).

1245 R77 acknowledged the call from N900KN.

1251 N900KN was instructed to contact the next Cleveland Center Controller.

1252 N900KN checked on with the Cleveland Center Brecksville Sector Controller (R57) reporting level at FL280 with a smooth ride.

1303 R57 instructed N900KN to contact the next Cleveland Center Controller.

1304 N900KN checked on with the Cleveland Center Imperial Sector Controller (R67) reporting level at FL280 with a smooth ride.

1312 N900KN was instructed to contact the next Cleveland Center Controller. N900KN did not respond. R67 called N900KN three more time with no response. R67 called the Cleveland Center Bellaire Sector Controller (R66) and asked if N900KN had checked on frequency. R66 reported that N900KN had not checked on.

1313 R67 called N900KN and received no response. R67 called the R57 controller and asked them to try to contact N900KN.

1314 R67 made two calls to N900KN with no response.

1315 R66 attempted to contact N900KN. R66 took the handoff back on N900KN.

1316 R66 asked another aircraft to attempt to contact N900KN on the emergency frequency. N900KN called R67. R67 acknowledged the call. N900KN reported that something happened and that he did not know what happened but he was back on the frequency. N900KN was instructed to contact R66.

1317 N900KN checked on with R66 reporting level at two eight thousand. N900KN was instructed to contact Washington Center.



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

REPORT DATE

September 22, 2014

REPORT NO.

ZTL-ARTCC-0286

NAME OF REPORTING FACILITY

Cleveland ARTCC (ZOB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 17, 2014	REPORT NO. ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Washington ARTCC (ZDC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 05, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1318 N900KN checked in with Washington Air Route Control Center (ZDC) Blueridge Radar Control position (R15) at two eight thousand. R15 acknowledged N900KN and stated altitude as flight level two eight zero.

1319 R15 issued N900KN direct Pulaski direct Taylor rest of route unchanged.

1320 N900KN incorrectly read back new route. R15 reissued the new route. N900KN read back correct route.

1321 R15 issued frequency change to Moorefield Radar Control position (R03). N900KN acknowledged new frequency.

1322 N900KN checked in with R03 level at two eight thousand. R03 acknowledged N900KN.

1332 R03 issued frequency change to Marlinton Radar Control position (R37). N900KN acknowledged new frequency. N900KN checked in with R37 level two eight zero. R37 acknowledged N900KN.

1338 R37 issued frequency change to Tech Radar Control position (R52).

1339 N900KN acknowledged frequency change. N900KN checked in with R52 level at two eight zero. R52 acknowledged N900KN.

1346 R52 issued a frequency change to Atlanta Center to N900KN. N900KN acknowledged frequency change.

 No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 09, 2015	REPORT NO. ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 05, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1346 N900KN checked on the ZTL Pulaski Sector (R43) at flight level 280. R43 acknowledged N900KN.

1402 R43 switched N900KN to ZTL Charlotte Sector (R33) frequency. N900KN acknowledged the frequency change. N900KN checked on R33 at flight level 280.

1403 R33 called on the frequency requesting the aircraft checking in to call again. N900KN checked on R33 at flight level 280. R33 acknowledged.

1404 N900KN requested a descent to flight level 180 and stated an issue with the aircraft. R33 cleared N900KN to descend to flight level 250. N900KN acknowledged the clearance and requested a lower altitude. R33 issued opposite direction traffic at flight level 240 and asked N900KN if they were declaring an emergency. N900KN stated negative. R33 acknowledged. R33 issued a thirty degree left turn to N900KN to facilitate the descent.

1405 N900KN acknowledged the left turn. R33 called the ZTL Moped Sector (R47) and coordinated a lower altitude.

1406 R47 approved flight level 200 initially and approved flight level 180 reference traffic. R33 acknowledged. R33 cleared N900KN to descend to flight level 200. N900KN did not acknowledge. R33 cleared N900KN to descend to flight level 200. N900KN acknowledged the descent clearance.

1407 R33 cleared N900KN direct Taylor VOR. N900KN did not acknowledge. R33 cleared N900KN direct Taylor VOR again. N900KN acknowledged the clearance.

1408 R33 asked N900KN if he was descending to flight level 200. N900KN stated flight level 200. R33 cleared N900KN to descend to flight level 200 and proceed direct Taylor VOR. N900KN acknowledged the direct Taylor VOR and stated the call sign twice.

1409 R33 stated the clearance to flight level 200 to N900KN. N900KN did not acknowledge.

1410 R33 stated the clearance to flight level 200 to N900KN two times. N900KN did not acknowledge.

1411 R33 called N900KN and requested an ident on the transponder. N900KN did not acknowledge.

1412 R33 asked GJS3632 to call N900KN. GJS3632 acknowledged.

1413 R33 called N900KN. N900KN did not acknowledge. GJS3632 stated no contact with N900KN. R33 acknowledged.

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Report Date: January 9, 2015		Report Number: ZTL-ARTCC-0286			
		Name of Reporting Facility: Atlanta ARTCC (ZTL)					
1. Aircraft Identification and Type: N900KN, TBM7		2. Date/Time of Accident (GMT): September 5, 2014; 1811 UTC		3. Location of Accident: Port Antonio, JM; 14 Miles NE of Port Antonio			
4. Nature of Accident: Aircraft crashed en route.			5. Type of Flight: IFR Flight Plan				
6. Flight Crew	Name	Position	Address (City and State)	Uninjured	Injured	Fatality	Unknown
	Larry Glazer	Pilot	Rochester, NY			X	
7. Passenger Data: (If available, list names, addresses, extent of injuries and other information on continuation sheet.)			Number Aboard 1	Number Uninjured 0	Number Injured 0	Number Fatalities 1	
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: VERO BEACH, FL, VERO BEACH MUNI ARPT METAR - 1153 EDT: wind one two zero at six knots, visibility one zero statute miles, two thousand seven hundred scattered, three thousand seven hundred scattered, temperature three one, dew point two three, altimeter three zero one two						
	Report Just Prior to Accident: VERO BEACH, FL, VERO BEACH MUNI ARPT METAR - 1153 EDT: wind one two zero at six knots, visibility one zero statute miles, two thousand seven hundred scattered, three thousand seven hundred scattered, temperature three one, dew point two three, altimeter three zero one two						Date/Time 09/05/2014 15:53 UTC
	First Report Subsequent to Accident: FREEPORT, BAHAMAS, GRAND BAHAMA INTERNATIONAL METAR - 1400 EDT: wind one two zero at nine knots, visibility more than 10km, in the vicinity showers, few clouds at one thousand eight hundred, few clouds at two thousand, ceiling two five thousand broken, temperature three one, dew point two six, altimeter three zero zero six						Date/Time 09/05/2014 18:00 UTC
12. ATS Personnel Involved	Name	Facility	Operating Position	Check If Eyewitness			
	Betsy M. Franklin *(QU)	ZTL ARTCC	R43 R				
	Michael D. Seymour (BO)	ZTL ARTCC	D43 RA				
	Dennis H. Underwood (DU)	ZTL ARTCC	R43 R				
	Shawn H. Willcutt (WZ)	ZTL ARTCC	R33 R				
	David J. Kojali (KK)	ZTL ARTCC	D33 RA				
	Brian C. Gehr (BT)	ZTL ARTCC	R47 R				
	Wayne D. Mims (WV)	ZTL ARTCC	A2SUP O				
*Operating Initials							
13. Signature of Facility Manager							
Shaun R. Sanders							

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 09, 2015	REPORT NO. ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1414 R33 called N900KN. N900KN did not acknowledge. R33 asked ASQ5685 to call N900KN. ASQ5685 acknowledged.

1415 ASQ5685 called N900KN. N900KN did not acknowledge. R33 called N900KN two times. N900KN did not acknowledge.

1421 R33 called N900KN. N900KN did not acknowledge.

1424 R33 called N900KN. N900KN did not acknowledge. R33 stated the clearance to flight level 200 to N900KN two times. N900KN did not acknowledge.

1426 R33 called N900KN and instructed the aircraft to contact Jacksonville ARTCC (ZJX) twice. N900KN did not acknowledge.

1434 R33 called N900KN. N900KN did not acknowledge.

1435 R33 called N900KN. N900KN did not acknowledge.

1444 R33 called N900KN twice. N900KN did not acknowledge.

12. ATS Personnel Involved, Continued.

Kelly E. Brown (KB), ZTL ARTCC, OMIC O
 Michael D. Fields (VV), ZTL ARTCC, R33 R
 Robert A. Brown (YZ), ZTL ARTCC, OMIC2 O
 Jeffrey S. Sokol (JQ), ZJX ARTCC, E-OS-O FM
 Carolyn I. Foster (CN), ZJX ARTCC, N-OS-O FM
 German Olan (NY), ZJX ARTCC, STMC TM
 Victoria R. Stovall (XA), ZJX ARTCC, TMML TM
 Eugene W. Wygal (IV), ZJX ARTCC, WMIC OM
 Jose Angel Irizarry (IZ), ZJX ARTCC, WMIC OM
 Eugene W. Wygal (IV), ZJX ARTCC, WMIC OM
 Amy M. Richle (AF), ZJX ARTCC, R66 R
 Marc H. London (FX), ZJX ARTCC, D66 RA
 Harrison J. Johnston (BU), ZJX ARTCC, R72 R
 Ian B. Levine (EN), ZJX ARTCC, R72 R
 Mark D. Nelson (ZV), ZJX ARTCC, R71 R
 Jasper J. Bosold (JI), ZJX ARTCC, R47 R
 Marc H. London (FX), ZJX ARTCC, D47 RA
 Cassandra R. Justyn (CR), ZJX ARTCC, D72 RA
 Jassen L. Carter (OW), ZJX ARTCC, D71 RA
 Christopher R. Cappel (CB), ZJX ARTCC, R47 R
 Joseph C. Sachs (TQ), ZJX ARTCC, R71 R
 Cassandra R. Justyn (CR), ZJX ARTCC, R52 R
 Matthew J. Demasie (PB), ZJX ARTCC, R52 R
 Anthony D. West (AW), ZJX ARTCC, D52 RA
 Anthony D. West (AW), ZJX ARTCC, R52 R
 Robert J. Gilroy (GY), ZMA ARTCC, S-A3 FM
 Edward L. Wood (EW), ZMA ARTCC, WSUC O
 Robert B. Kresach (RC), ZMA ARTCC, D2 RA
 Keith M. Criswell (NW), ZMA ARTCC, S-A2A2 FM

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 09, 2015	REPORT NO. ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

Eric T. Woodring (BA), ZMA ARTCC, R2 R
 Duane M. Tyrell (DT), ZMA ARTCC, R2 R
 David A. Mazor (DN), ZMA ARTCC, R67 R
 Stuart K. Hahn (SS), ZMA ARTCC, D67 RA
 Richard J. Wetton (FX), ZMA ARTCC, TMML1 TM
 Sheldon Kranis (IE), ZMA ARTCC, D2 RA
 Janice Y. Deak (JD), ZMA ARTCC, XO TM
 Brandi L. Laffey (BQ), ZMA ARTCC, D26 RA
 Paul A. McLeod (PN), ZMA ARTCC, H26 H
 John K. Lennox (LJ), ZMA ARTCC, R26 R
 John K. Lennox (LJ), ZMA ARTCC, R26 R
 Amir L. Amini (AM), ZMA ARTCC, R26 R
 Amir L. Amini (AM), ZMA ARTCC, R26 R
 Paul G. Poirier (PO), ZMA ARTCC, R1 R
 Carolyn M. Simpson (QQ), ZMA ARTCC, D2 RA
 Stephanie A. Johnson (JN), ZMA ARTCC, TMEC1 TM
 Kenneth R. Glass (XS), ZMA ARTCC, R19 R
 Joao Carvalho-Silva (DR), ZMA ARTCC, D19 RA
 Jessica Anaya (AF), ZMA ARTCC, ERAM N-A
 Pedro Gonzalez (PG), ZMA ARTCC, ERAM N-A
 Richard P. Derextra (RD), ZMA ARTCC, H2 H
 Richard P. Derextra (RD), ZMA ARTCC, H1 H
 Kevin A. Wilson (IN), ZMA ARTCC, TMML2 TM
 Pamela J. Fero (BX), ZMA ARTCC, D1 RA
 Shelly L. Taylor (SH), ZMA ARTCC, D26 RA
 Manuel Nino (AN), ZMA ARTCC, D40 RA
 Scott W. Keiling (YB), ZMA ARTCC, R40 R
 Hector Rosado (HR), ZMA ARTCC, D40 RA
 Hector Rosado (HR), ZMA ARTCC, R40 R
 Javier J. Vives (TW), ZMA ARTCC, R58 R
 Hugo D. Alfaro (HA), ZMA ARTCC, R58 R
 Seth F. Lucherini (SI), ZMA ARTCC, D58 RA
 Steven A. Wallace (ZZ), ZMA ARTCC, NA N-A
 Dean P. Logvin (DL), ZMA ARTCC, S-A4C FM
 Guillermo Dezayas (GD), ZMA ARTCC, R60 R
 Brian J. Flynn (FJ), ZMA ARTCC, S-A42 FM
 Athony N. Turiano (BT), ZMA ARTCC, D40 RA
 Brian K. Stevens (BS), ZMA ARTCC, R24 R
 Jeffrey D. Wirs (WT), ZMA ARTCC, D60 RA
 Kara L. McCabe (GT), ZMA ARTCC, H58 H
 Kara L. McCabe (GT), ZMA ARTCC, H60 H
 Kara L. McCabe (GT), ZMA ARTCC, H43 H
 Kurt G. Aberhorn (KZ), ZMA ARTCC, R5 R
 Thomas M. Della Vecchia (TC), ZMA ARTCC, S-A1 FM
 Zulema B. Gheresi (ZU), ZMA ARTCC, R43 R
 Zulema B. Gheresi (ZU), ZMA ARTCC, D43 RA
 Yessenia Millan (YP), ZMA ARTCC, R43 R
 Thervesa K. Burrows (TH), ZMA ARTCC, S-A40 FM
 Henry J. Tracy (TB), ZMA ARTCC, MLS N-A
 John S. Mauricio (JM), ZMA ARTCC, FD FD



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

REPORT DATE

January 09, 2015

REPORT NO.

ZTL-ARTCC-0286

NAME OF REPORTING FACILITY

Atlanta ARTCC (ZTL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

Yamileth Gonzalez (YZ), ZMA ARTCC, FD FD
Brenson J. Parks (BP), ZMA ARTCC, D43 RA
Crystal L. Tebbe (CU), ZMA ARTCC, STMCI TM
Jorge C. Rivera (RY), ZMA ARTCC, NA N-A
Lindsay K. Mendez (NZ), ZMA ARTCC, TMML1 TM
Christopher A. Bain (CA), ZMA ARTCC, S-A42 FM
Clinton E. Weekes (CW), ZMA ARTCC, WSIC O

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 17, 2014	REPORT NO. ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 05, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1416 Atlanta Center (ZTL) Charlotte Radar sector coordinated N900KN's emergency and NORDO status with Jacksonville Center (ZJX) Aiken (R66) sector.

1417 ZTL Charlotte sector advised R66 that N900KN was last assigned a 30-degree left turn which the pilot executed, and a descent from flight level two five zero (FL250) to flight level two zero zero (FL200), with which he did not comply. N900KN was continuing on the new heading level at FL250.

1421 R66 broadcast over the sector frequency multiple times attempting to establish radio communication with N900KN.

1424 R66 tried to establish communication with N900KN by relaying transmissions through another aircraft. This attempt was also unsuccessful.

1429 Columbia (R72) sector answered a scramble call for STALK51 and STALK52, two F16's to intercept N900KN.

1430 Florence (R71) Radar sector advised R66 that the fighter escorts (STALK51) were approaching N900KN and that it would be advisable to keep FL240 available to accommodate them.

1433 R72 broadcast in the blind for N900KN.

1435 Summer (R47) sector broadcast over the frequency multiple times attempting to establish radio communication with N900KN.

1436 Summer Radar Associate (D47) sector controller briefed SEALORD control on the NORDO emergency aircraft, N900KN.

1437 R72 broadcast in the blind for N900KN and requested N900KN to ident.

1438 Columbia Radar-Associate (D72) sector controller accepted a manual hand-off of STALK51 from Shaw Approach Control. D72 approved STALK51 climbing to FL210.

1439 STALK51 made initial contact with R72 and reported climbing to FL210. R72 asked STALK51 to verify an assigned transponder code (squawking) of 5060. R72 also advised STALK51 that his target of interest (TOI) was at his 11 to 12 o'clock position, twenty miles away at FL250. STALK51 acknowledged.

1440 R72 instructed STALK51 to contact ZJX on 134.37 MHz or 317.55 MHz. On initial contact, R71 cleared STALK51 to climb to FL230. Florence Radar-Associate (D71) sector controller coordinated STALK51's flight with R47, and pointed STALK51 out to R66. R47 advised D71 that STALK51 was radar contact climbing to FL240. R71 cleared STALK51 to climb to FL240, and advised STALK51 of the position of the TOI.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 17, 2014	REPORT NO. ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1441 STALK51 flight requested a climb to FL260 and advised R71 that N900KN was in radar contact. After coordinating with R47, R71 cleared STALK51 to climb to the block altitude FL240 through FL260. STALK51 advised R71 that the TOI was intercepted, and requested block altitude FL230B270 around the TOI.

1442 D71 coordinated a block altitude assignment of FL230 through FL270 for STALK51 with R47. R71 then cleared STALK51 to maintain FL230 through FL270.

1443 R71 instructed STALK51 to contact ZJX on 281.55 MHz, and broadcast in the blind for N900KN. STALK51 did not acknowledge the frequency change.

1445 R71 briefed SEALORD on N900KN's NORDO status and STALK51's mission as escort.

1447 R71 broadcast in the blind for STALK51, and then advised R47 that he was no longer in communication with STALK51. R47 approved a point out on STALK51 and said that he did not need to communicate with STALK51. D47 advised SEALORD about STALK51's mission, and told SEALORD that a flight plan for STALK51 had been entered in the computer so that they would be getting flight plan information on STALK51.

1451 D71 advised R47 about STALK51's route deviation for thunderstorm avoidance.

1453 STALK51 told R71 that he was unable to establish contact with the TOI and that the plan was to stay with the aircraft. STALK51 said he'd advise if a mission update was received.

1454 D71 pointed both STALK51 and N900KN out to DOUBLESHOT.

1458 R71 instructed STALK51 to contact ZJX on 273.52 MHz. STALK51 acknowledged.

1459 STALK51 reported negative contact on 273.52 MHz. After coordination with Metta Radar (R52) sector, R71 instructed STALK51 to contact ZJX on 327.1 MHz. STALK51 acknowledged.

1500 The Metta Radar Associate (D52) sector controller contacted SEALORD and asked if STALK51 was still with the aircraft at FL250. SEALORD confirmed he was, and advised that they had radar contact with STALK51 but were not in communication with him. D52 requested that STALK51's data tag be transferred back to ZJX.

1502 STALK51 returned to R71's frequency stating that he was unable to establish communication with ZJX on 327.1 MHz. Following additional coordination with R52, R71 then instructed STALK51 to attempt contact with ZJX on 354.075 MHz.

1503 D52 contacted Miami Center (ZMA) Hobee (R02) sector and briefed the controller on both N900KN and STALK51.

1504 STALK51 called R52 with a radio check. R52 acknowledged. STALK51 reported FL230B270.

1506 R71 broadcast in the blind for N900KN.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 17, 2014	REPORT NO. ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1507 D52 advised ZMA 02 that N900KN had two persons and approximately five hours and thirty minutes of fuel on board. D52 then updated that information to three persons on board; one pilot and two passengers.

1508 STALK52 contacted R71 and requested weather information, and if R71 was depicting any significant radar returns. R71 said that he was showing a line of very scattered moderate precipitation at STALK flight's 12 to 1 o'clock position about 90 to 100 miles away, and that the STALK flight should be to the east of it.

1509 R71 broadcast in the blind for STALK52 and received no response.

1510 STALK51 asked R52 about any depicted weather. R52 advised STALK51 of moderate precipitation from his 11 to 1 o'clock position beginning in about five miles and extending for the next 60 miles.

1512 R52 asked STALK51 if he was able to establish visual contact with the pilot of N900KN. STALK51 answered in the affirmative and said that it appeared that the pilot was asleep or passed out in the cockpit.

1515 D52 coordinated STALK51's observation of N900KN with ZMA R02.

1518 SEALORD contacted D52 to ensure that the sector had the information on N900KN and STALK51.

1521 SEALORD called D52 to advise that they were not in communication with STALK51. D52 told SEALORD that R52 was in communication with STALK51.

1524 R52 broadcast in the blind for N900KN to ident.

1526 R52 contacted ZMA R02 Sector and requested a frequency for STALK51. ZMA 02 said to assign STALK51 348.7 MHz.

1527 R52 broadcast in the blind for N900KN to contact ZMA on 119.82 MHz and to ident.

1528 R52 instructed STALK51 to contact ZMA on 348.7 MHz. STALK51 acknowledged.

No More Follows



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

REPORT DATE

September 30, 2014

REPORT NO.

ZTL-ARTCC-0286

NAME OF REPORTING FACILITY

Miami ARTCC (ZMA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 05, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1502 The Jacksonville ARTCC (ZJX) Torry Sector controller contacted the ZMA ARTCC Hobee Sector radar associate controller (D2) to advise that STALK51 was escorting N900KN, both of whom would be coming to the ZMA Hobee Sector, and that N900KN had reported a pressurization problem. The ZJX controller advised D2 that the last clearance that N900KN had acknowledged was a thirty degree turn to the left for traffic, but since then the pilot had been unresponsive.
- 1503 The D2 controller clarified the call sign of the flight involved and the ZJX Torry controller restated the information, adding that the flights were about one hundred miles southeast of Charleston at that time, that the flights would be transitioning through the Warning Area (W158) and pass just west of Bahaa intersection, and that the original destination of N900KN was Naples, Florida (APF). The ZJX controller advised D2 that he had been told that N900KN originally had five hours of fuel on board, with three hours of fuel possibly remaining. The D2 controller acknowledged the information.
- 1506 The ZJX Torry Sector controller advised the D2 controller that he had input routing into the computer for STALK51 to Hobee back to McEntire (MMT), and Hobee to Taylor (TAY) for N900KN. ZJX advised D2 that there were two souls on board N900KN, one pilot and one passenger. ZJX advised D2 that N900KN had five hours and thirty minutes of fuel on board upon departure, with an estimate of two hours and thirty minutes to three hours of fuel remaining. ZJX then changed the number of passengers on board to two, with one pilot. D2 acknowledged the information.
- 1515 The ZJX Torry Sector controller advised D2 that STALK51 reported that the pilot of N900KN appeared to be passed out or asleep. D2 acknowledged the information.
- 1529 STALK51, escorting N900KN, contacted the Miami ARTCC Hobee Sector radar controller (R2), level at FL250, in a block of FL230-FL270. R2 requested confirmation of the altitude block of STALK51 and then acknowledged the information when confirmed by STALK51.
- 1532 GASMN02 reported on the R2 frequency, level at FL250, heading 080. R2 acknowledged the report.
- 1535 GASMN02 reported to R2 that he was going to a heading of 090. R2 instructed GASMN02 to fly heading 090.
- 1538 The Miami ARTCC Homestead Sector radar handoff controller (H26) advised R1 that LUCKY01 would be heading 010. R1 acknowledged the information.
- 1539 LUCKY01 reported on the R1 frequency, level at FL260. R1 acknowledged the report and advised LUCKY01 that the target was currently bearing zero one eight at about two hundred miles. LUCKY01 acknowledged the information.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 30, 2014	REPORT NO. ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1540 STALK51 advised R2 that he had to return to MMT and that STALK52 would remain with the target of interest (N900KN).

1541 R2 issued STALK51 a clearance direct to MMT at FL270. STALK51 acknowledged the clearance. LUCKY01 requested approval to fly a heading of 030 toward the target of interest. R1 assigned LUCKY01 a heading of 030. LUCKY01 acknowledged the clearance.

1543 The Miami ARTCC Permit Sector radar controller (R1) advised D2 that LUCKY01 would remain on present heading for the intercept with N900KN. D2 acknowledged the information. R1 instructed LUCKY01 to contact Miami Center on 348.7. LUCKY01 acknowledged the instruction. LUCKY01 reported on the R2 frequency at FL260. R2 acknowledged the transmission.

1544 R2 issued traffic to GASMN02 at ten o'clock, two zero miles, southbound, a TBM7 at FL250. R2 queried GASMN02 as to which point the flight wanted to head.

1545 GASMN02 advised that he was to refuel with the STALK51 flight. R2 advised that STALK51 was returning to base and that LUCKY01 was the flight that GASMN02 would be joining up with. LUCKY01 advised R2 that he was intercepting the target of interest and that STALK52 was also still escorting the target of interest. R2 acknowledged the information. D2 provided a point out to the Miami ARTCC Nucar Sector radar controller (R19) on N900KN, GASMN02, and LUCKY01. R19 approved the point out.

1546 GASMN02 advised R2 that he would be maneuvering to refuel with STALK52. R2 instructed GASMN02 to maintain FL260 and approved a heading of 180. GASMN02 acknowledged the instruction. R2 issued the relative position of N900KN to GASMN02.

1547 GASMN02 acknowledged the position information of N900KN and advised that he had the flight on TCAS.

1548 R2 instructed STALK51 to contact ZJX on 327.1. STALK51 acknowledged the instruction. STALK52 advised R2 that he had GASMN02 in sight and that he could accept MARSA with GASMN02.

1549 R2 requested STALK52 to clarify the nature of his operation, and STALK52 advised that LUCKY01 would be relieving him on the intercept and escort operation with N900KN.

1550 STALK51 returned to the R2 frequency, advising that he was unable to contact ZJX on 327.1. R2 instructed STALK51 to contact Sealord on 267.5. STALK51 acknowledged the instruction. R2 asked STALK52 to confirm that his intention was to refuel with GASMN02 and that he was currently MARSA with GASMN02. STALK52 confirmed the operation as stated by R2.

1551 R2 instructed STALK52 to maintain MARSA with GASMN02 in the block FL240-FL260. STALK52 acknowledged the transmission, requesting a block altitude of FL240-FL270. R2 approved the request. D2 provided R19 with a point out on

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 30, 2014	REPORT NO. ZTL-ARTCC-0286
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

STALK52. R19 approved the point out.

1552 R2 asked STALK52 if he had the TBM in sight. STALK52 advised that he was about ten feet away from the aircraft. R2 acknowledged the report.

1553 R2 requested LUCKY01 to confirm his intentions. LUCKY01 advised that he would be intercepting and escorting the target of interest. R2 requested LUCKY01 to confirm that he was MARSA with GASMN02 and STALK52. LUCKY01 responded in the affirmative. D2 contacted R1, requesting approval to assign LUCKY01 FL240-FL270. R1 approved the request. D2 provided point outs to R1 for GASMN02 and STALK52. R1 approved the point outs on these flights and also for N900KN.

1554 D2 provided a point out to R19 on LUCKY01, advising that the flight would be intercepting with STALK52 and GASMN02 in a block altitude of FL240-FL270. R19 approved the point out. R2 assigned LUCKY01 a block altitude of FL240-FL270. LUCKY01 acknowledged the clearance.

1603 R2 instructed GASMN02 to contact Miami Center on 125.32. GASMN02 acknowledged the instruction. GASMN02 checked on the R1 frequency, level at FL260. R1 acknowledged the report and asked GASMN02 to verify that he had STALK52 with him. GASMN02 advised R1 that STALK52 was with him and that he would be conducting aerial refueling with the flight.

1604 R2 instructed LUCKY01 to contact Miami Center on 270.32. LUCKY01 acknowledged the instruction.

1605 LUCKY01 checked on the R1 frequency as a flight of two in the block of FL240-FL270, and advised that he was flying intercept with the target of interest. R1 acknowledged the report.

1607 The Miami ARTCC Permit Sector radar associate controller (D1) provided a point out to the Miami ARTCC Mille Sector radar controller (R58) on N900KN and LUCKY01.

1608 R58 approved the point out from D1 on N900KN and LUCKY01.

1609 STALK52 advised that he had split off from the target of interest and requested clearance back to MMT.

1610 D1 contacted D2, requesting approval to issue STALK52 a clearance to MMT, climbing to FL270. D2 approved the request. R1 issued STALK52 a clearance to MMT.

1616 The Miami ARTCC Georgetown Sector radar controller (R60) contacted the Havana Area Control Center controller (HAV), advising of the situation with N900KN, and that the flight would be coming into HAV airspace between Dinah and Enamo intersections in about forty minutes.

1617 HAV acknowledged the information and requested confirmation of the call sign. R60 repeated the call sign, which was acknowledged by HAV. D1 provided R58 a



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

REPORT DATE

September 30, 2014

REPORT NO.

ZTL-ARTCC-0286

NAME OF REPORTING FACILITY

Miami ARTCC (ZMA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

point out on GASMN01 and LUCKY01. R58 approved the point out.

- 1619 R1 requested confirmation of the status of the flights associated with GASMN02. LUCKY01 advised that his flight was not with GASMN02, but was remaining with the target of interest.
- 1622 GASMN02 had separated from the target of interest intercept operation, and D1 contacted the Miami ARTCC Bimini High Sector radar controller (R40) to advise that GASMN02 was proceeding direct to AR638 to hold. R40 acknowledged the information. R1 instructed LUCKY01 to contact Miami Center on 298.9. LUCKY01 acknowledged the instruction. The HAV controller requested the Miami ARTCC Bimini High Sector radar associate controller (D40) to provide the flight plan information for N900KN. D40 provided HAV with the type aircraft, speed, and departure point of N900KN. D40 advised HAV that he believed that the search and rescue information had previously been transmitted to HAV. HAV contacted the R60 controller, asking if he could send the flight plan on N600KN. R60 advised that he would try to force the information via automation and also provided the flight plan information verbally to HAV. R60 provided HAV with the current position of N900KN and an estimate for abeam Dinah intersection.
- 1623 HAV advised D40 that HAV had not yet received the search and rescue information for N900KN. D40 advised HAV that he would call HAV back with the information. LUCKY01 reported on the R58 frequency, advising that the flight was with the target of interest in the block of FL240-FL270. R58 acknowledged the report.
- 1624 HAV acknowledged the information on N900KN provided by R60. LUCKY02 advised R58 that he wanted to temporarily separate from the intercept operation to refuel with GASMN02.
- 1625 R58 approved the refueling operation request of LUCKY02 with GASMN02.
- 1626 GASMN02 requested a vector from R1 to intercept LUCKY01 to refuel with the flight. R1 instructed GASMN02 to contact Miami Center on 126.32. GASMN02 acknowledged the instruction. D1 contacted D40, advising that GASMN02 was requesting to rejoin with LUCKY02 to refuel in order to continue the escort of the target of interest, and released control of GASMN02 to R40 for that operation. R40 acknowledged the information.
- 1628 R58 instructed LUCKY02 to contact Miami Center on 257.725. LUCKY02 acknowledged the instruction.
- 1630 R60 advised HAV that he had forced the flight plan for N900KN to HAV, advising that the flight was not on the route, because the pilot was unconscious. R60 advised HAV that the fighters escorting N900KN would not enter HAV airspace, but that N900KN would be entering HAV airspace.
- 1631 HAV acknowledged the information provided by R60.
- 1633 R60 transmitted on 121.5 to N900KN to contact Miami Center on 127.22 and to acknowledge with an ident.



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

REPORT DATE

September 30, 2014

REPORT NO.

ZTL-ARTCC-0286

NAME OF REPORTING FACILITY

Miami ARTCC (ZMA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 1634 R60 transmitted to N900KN, asking if the flight was able to hear the transmission. There was no response to the transmission by R60.
- 1635 R60 transmitted to N900KN that no reply was received and requested N900KN to ident. N63WR attempted to contact N900KN by transmitting to the flight on the R60 frequency. N927LT attempted to contact N900KN by transmitting to the flight on the R60 frequency. There was no response to either attempt.
- 1636 After hearing N63WR transmitting to N900KN, N927LT advised R60 that he believed that he had briefly heard N900KN calling.
- 1638 R58 instructed LUCKY01, still escorting N900KN, to contact Miami Center on 239.025. LUCKY01 acknowledged the instruction. R60 requested N927LT to attempt to contact N900KN on 124.42 and to send N900KN to the R60 frequency.
- 1639 N927LT acknowledged the relay request by R60. LUCKY02 advised R40 that he wanted to separate from GASMN02 and rejoin LUCKY01 and the target of interest. HAV requested the flight plan information for N900KN from the Miami ARTCC Georgetown Sector radar associate controller (D60). D60 provided the flight plan information, advising HAV that the escort aircraft reported that the pilot of N900KN appeared to be incapacitated.
- 1640 HAV acknowledged the flight plan information provided by D60 and asked what heading N900KN was on. D60 advised that N900KN was on an approximate heading of 170. HAV acknowledged the heading information. N927LT advised R60 that he was unable to contact N900KN on 124.42. R60 acknowledged the information. C510KB asked R60 if he had a position on N900KN. R60 provided C510KB with the position of N900KN.
- 1641 C510KB acknowledged the information. R40 radar identified LUCKY02 and cleared the flight direct to the target of interest at FL240.
- 1644 R40 asked LUCKY02 to report MARSA with LUCKY01, rejoining with the target of interest. LUCKY02 reported MARSA with LUCKY01. D40 advised D60 that LUCKY02 was MARSA with LUCKY01 and that he would drop the track on LUCKY02. D60 acknowledged the information.
- 1646 R40 instructed GASMN02 to contact Miami Center on 127.22.
- 1647 GASMN02 acknowledged the frequency change instruction from R40. GASMN02 reported on the R60 frequency, and R60 asked GASMN02 of his intentions. GASMN02 advised that he was awaiting direction from Huntress.
- 1650 GASMN02 and LUCKY01 discontinued direct intercept and escort operations with N900KN.
- 1656 D40 asked HAV if that facility had received the search and rescue information for N900KN.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 30, 2014 NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	REPORT NO. ZTL-ARTCC-0286
14. CHRONOLOGICAL SUMMARY OF FLIGHT 1657 HAV advised D40 that HAV had not received the search and rescue information for N900KN. N900KN transitioned out of Miami ARTCC airspace from R60 and into the Havana Area Control Center airspace. 1701 C1718 reported on the R40 frequency, level at FL240. R40 acknowledged the report. 1704 D40 asked HAV if that facility had received the flight plan information on Coast Guard rescue flight C1718. HAV advised D40 that HAV had not received the flight plan information on C1718. D40 provided HAV the flight plan information, advising HAV that C1718 was attempting to intercept N900KN. 1705 HAV requested D40 to assign C1718 a heading of 130, advising D40 that the flight was radar contact. D40 acknowledged the information. 1707 D40 requested control from the Miami ARTCC Homestead Sector radar associate controller (D26) to turn C1718. D26 approved the request. R40 assigned C1718 a heading of 130, as requested by the Havana Center. 1708 C1718 acknowledged the assigned heading. 1710 R40 instructed C1718 to contact Havana Center on 120.25. C1718 acknowledged the instruction.		
No More Follows		