

AIRCRAFT ACCIDENT PACKAGE

ZMA-ARTCC-0353

CONN431, SR20

JULY 22, 2015, 1444 UTC

Destroy: JANUARY, 2018 UTC



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

REPORT DATE

September 16, 2015

REPORT NO.

ZMA-ARTCC-0353

NAME OF REPORTING FACILITY

Miami ARTCC (ZMA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

Kenneth A. Lucarelli (KL), ZMA ARTCC, S-A3 FM
Richard H. Killmon (RK), ZMA ARTCC, WSIC OM

No More Follows



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

REPORT DATE

September 16, 2015

REPORT NO.

ZMA-ARTCC-0353

NAME OF REPORTING FACILITY

Miami ARTCC (ZMA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

July 22, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1434 CONN431 contacted the Miami ARTCC Lakeland High Sector radar controller (R67), leaving 4,900 feet, climbing to 5,000 feet. R67 acknowledged the report, and issued the displayed precipitation and the Fort Myers altimeter setting.
- 1435 CONN431 acknowledged the altimeter setting and requested a deviation to the right of course. R67 approved CONN431 to deviate up to fifteen degrees right of course and cleared the flight direct Quncy direct Fort Myers, when able. CONN431 stated that he had an emergency.
- 1436 R67 asked CONN431 to state the nature of his emergency. CONN431 advised that he had an oil pressure problem with smoke and fumes in the cockpit. R67 cleared CONN431 to the Lake Wales Airport, providing the location of the airport relative to the position of the flight and instructing the CONN431 to turn fifteen degrees right. R67 asked CONN431 if he was familiar with the airport, and CONN431 replied that he was not. R67 instructed CONN431 to turn ten degrees right, provided the location of the airport relative to the flight's position, and asked if CONN431 could maintain altitude. CONN431 advised that he was level at 4,000 feet and requested to remain at that altitude until he had the airport in sight. R67 approved the request. R67 provided the orientation of the runway at Lake Wales Airport and the fact that the runway was 4,000 feet long with a hard surface, advising that it appeared that Runway 17 would be best for the flight.
- 1437 CONN431 advised that he was still looking for the airport. R67 asked CONN431 how many souls were on board, and to confirm that the problem was related to oil pressure. CONN431 advised that there were two souls on board, that the problem was oil pressure, and that the previously reported smoke had now cleared the cockpit. CONN431 requested the identifier for the Lake Wales Airport. R67 advised that the identifier for the airport was X07. CONN431 acknowledged the information and advised that he was still looking for the airport.
- 1438 CONN431 advised that he had the airport in sight. R67 advised CONN431 that no traffic was observed between his flight and the airport, and cleared CONN431 for a visual approach, repeating the orientation of the runway at the airport. R67 advised that it appeared that a left base approach for Runway 17 would be best for the flight, and restated the runway length as 4,000 feet and that it was hard surfaced. R67 requested CONN431 to report his down time to Flight Service. CONN431 advised that he was setting up for a left base for Runway 17 and that he would report his down time to Flight Service. R67 advised CONN431 that radar service was terminated and that he would talk to the flight on the ground.
- 1439 CONN431 acknowledged the transmission by stating his call sign.

12. ATS Personnel Involved, Continued.

Edward L. Wood (EW), ZMA ARTCC, WSIC OM

Kevin S. Maggione (KM), ZMA ARTCC, S-A2A1 FM



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

REPORT DATE

August 05, 2015

REPORT NO.

ZMA-ARTCC-0353

NAME OF REPORTING FACILITY

Central Florida TRACON (F11)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

July 22, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1407 CONN431 departed Sanford International Airport (SFB) Runway 27R and called Central Florida TRACON (F11) Satellite Radar North (STN) position. STN radar identified CONN431 and issued a climb to 3,000. CONN431 read back the clearance correctly.
- 1413 STN issued a climb to 4,000 and a 220 heading to CONN431. CONN431 read back the clearance correctly. STN switched CONN431 to F11 Satellite Radar Disney (STD). CONN431 read back the frequency correctly.
- 1414 CONN431 checked on STD frequency.
- 1423 STD issued CONN431 a 160 heading. CONN431 read back the clearance correctly.
- 1433 STD issued CONN431 a climb to 5,000 and when able to fly heading 180. CONN431 read back the clearance correctly.
- 1434 STD issued CONN431 a frequency change to Miami Air Route Traffic Control Center (ZMA ARTCC) frequency 127.2. CONN431 read back the frequency change correctly.

No More Follows



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FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

September 16, 2015

REPORT NO.

ZMA-ARTCC-0353

NAME OF REPORTING FACILITY

Sanford ATCT (SFB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

July 22, 2015

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- 1359 CONN431 contacted Clearance Delivery (CD) for IFR clearance to Paige Field Airport (FMY) and reported having ATIS Information Sierra.
- 1400 CD issued clearance and received a complete read back from the pilot of CONN431.
- 1401 CONN431 contacted Ground Control (GC) at Spot 5 on the ramp and requested to taxi out for IFR departure to FMY.
- 1402 GC instructed CONN431 to taxi to Runway 27C at Romeo Intersection via Charlie.
- 1404 CONN431 advised Local Control (LC) ready for departure and received takeoff clearance via runway heading.
- 1407 LC instructed CONN431 to turn left heading 260 and then switched CONN431 to Orlando Departure Control (F11) frequency.

No More Follows

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT				REPORT DATE September 16, 2015		REPORT NO. ZMA-ARTCC-0353	
				NAME OF REPORTING FACILITY Miami ARTCC (ZMA)			
1. AIRCRAFT IDENTIFICATION AND TYPE CONN431, SR20		2. DATE/TIME OF ACCIDENT (UTC) July 22, 2015; 1444 UTC		3. LOCATION OF ACCIDENT (MANDATORY) Lake Wales, FL			
				LATITUDE/LONGITUDE (OPTIONAL) Unknown			
4. NATURE OF ACCIDENT Crashed upon emergency landing					5. TYPE OF FLIGHT IFR Flight Plan		
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Anthony Arzave	Pilot	Lake Mary, FL		X		
	Sheng-Yen Chen	Co-Pilot	Taichung, TW			X	
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT 0	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 0		
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Unknown				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT BARTOW MUNICIPAL METAR - 1447 UTC: wind two five zero at seven knots, visibility one zero statute miles, two thousand scattered, temperature two eight, dew point two four, altimeter three zero zero two						
	FIRST REPORT SUBSEQUENT TO ACCIDENT BARTOW MUNICIPAL METAR - 1556 UTC: wind two four zero at seven knots, visibility seven statute miles, thunderstorm in the vicinity, ceiling two thousand five hundred broken, temperature three one, dew point two four, altimeter three zero zero three						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
	Christopher D. Lopez *(CS)	ZMA ARTCC	R67 R				
	Matthew J. Conway (CJ)	ZMA ARTCC	D67 RA				
	Jacob R. Hendon (JO)	ZMA ARTCC	S-A32 FM				
	Justin B. Falla (JF)	ZMA ARTCC	D67 RA				
	April L. O'Connor (AO)	ZMA ARTCC	WSIC OM				
	Lawrence A. Sommers (LP)	ZMA ARTCC	WSIC OM				
	Janice Y. Deak (JD)	ZMA ARTCC	ATM N-A				
	*OPERATING INITIALS						
13. SIGNATURE OF FACILITY MANAGER Janice Deak							