

	DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 22, 2015	REPORT NO F11-TRACON-0018
		NAME OF REPORTING FACILITY Orlando Executive ATCT (ORL)	
14 CHRONOLOGICAL SUMMARY OF FLIGHT			
November 20, 2015			
ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED			
1603	N7FG contacted ORL ATCT Ground Control (GC) and requested taxi instructions to depart VFR to Gainesville Municipal Airport (GLE).		
1606	GC issued VFR flight following and taxi instructions to the pilot of N7FG. The instructions were acknowledged and N7FG taxied to Runway 7.		
1614	N7FG contacted ORL ATCT Local Control (LC) ready to depart. LC cleared N7FG for takeoff and N7FG departed Runway 7.		
1618	LC instructed N7FG to remain outside Bravo airspace at or below 1,500 feet and to contact Orlando Departure Control (F11) on frequency 119.4. N7FG asked what was the altitude restriction. LC restated the altitude restriction.		
1619	N7FG advised LC he was at 2,000 feet and he was descending. F11 contacted LC and advised that N7FG needed to descend immediately. LC advised F11 that he told N7FG to descend. LC instructed N7FG to contact F11 on frequency 119.4.		
1623	F11 advised LC that N7FG was returning to the airport to land due to issues with the autopilot.		
1625	F11 advised LC that N7FG was having problems with the aircraft's autopilot and another pilot on frequency was attempting to assist N7FG.		
1627	LC contacted F11 and advised that he observed the aircraft proceed straight down toward the ground and lost sight of the aircraft.		
1631	ORL ATCT Controller in Charge (CIC) coordinated with F11 on the location where N7FG had possibly crashed and the type of aircraft.		
1634	F11 requested LC to ask an aircraft on final approach to Runway 7 if they could see N7FG. LC requested the assistance from N1JB and gave the last known location. N1JB was unable to locate N7FG.		
1636	CIC contacted F11 and advised that the Orange County Communications Center (OCCC) had contacted ORL ATCT and N7FG had crashed in Clear Lake, Orlando, FL.		
1644	OCCC contacted CIC and requested the number of persons on board (POB) N7FG. CIC advised OCCC he would attempt to find out the (POB) and would relay the information over the crash phone.		
1645	CIC contacted Automated Flight Service Station (AFSS) and obtained the number of POB N7FG. CIC notified OCCC via the crash phone that there were 2 POB N7FG.		
1646	CIC contacted F11 and advised that there were 2 POB N7FG and that OCCC was notified.		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 22, 2015	REPORT NO F11-TRACON-0018
	NAME OF REPORTING FACILITY Orlando Executive ATCT (ORL)	
14 CHRONOLOGICAL SUMMARY OF FLIGHT No More Follows		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 16, 2016	REPORT NO F11-TRACON-0018
	NAME OF REPORTING FACILITY Central Florida TRACON (F11)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT

November 20, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1618 Central Florida TRACON (F11), Satellite Radar Disney (STD), called N7FG. No response.

1619 STD called N7FG again. No response. STD called Executive (ORL) Airport Traffic Control Tower and told them to descend N7FG immediately. ORL said they were descending him.

1620 N7FG called STD at 1,800' descending. STD gave altimeter and instructed N7FG to ident and say request. N7FG said he wanted to pick up flight following on his Visual Flight Rules (VFR) flight plan to Gainesville Municipal Airport (GLE) and requested a climb. STD issued N7FG a 270 heading and asked why he was climbing as he was not cleared in to the Bravo Airspace.

1621 STD issued the 270 heading again. N7FG said he was having a problem getting his auto pilot to disengage. STD gave N7FG a new code. N7FG advised he wanted to land and that he did not know what was going on with his aircraft. STD issued N7FG a 210 heading to return to ORL Runway 7. N7FG said he was having to use full force and requested help to shut off his auto pilot.

1622 N7FG requested the heading again. STD issued N7FG heading 210. N7FG read back correctly. An unknown pilot suggested to pull the circuit breaker. Nobody acknowledged. STD asked N7FG if he was able to descend.

1623 N7FG said he was trying to descend. STD issued him a 180 heading for descent. N7FG read back correctly. A random pilot requested STD to have distress aircraft pull the circuit breaker. STD asked N7FG if he copied. N7FG replied that he had already done that and the aircraft was still porpoising up and down. F11 Coordinator Satellite (CIS) called ORL to advise them that N7FG was trying to return to the airport with auto pilot issues.

1624 The random pilot suggested that N7FG power off the airplane, go no radio (NORDO) for 30 seconds and power back on. STD approved N7FG to try this but requested he make a right turn away from Orlando International (MCO) Airport Traffic Control Tower before he went NORDO. N7FG responded that he would make a right turn to 210. F11 Radar Handoff Disney (RHD) called MCO to stop departures in that direction.

1625 N8339X contacted STD and asked to speak to the aircraft in distress. STD approved. N8339X suggested N7FG not to turn off engine power but turn master power off for 30 seconds, go NORDO, and then come back up and it would disconnect the auto pilot. N7FG asked if he should turn the key off. N8339X replied no, just the electrical master switch and asked what type of airplane he had. N7FG replied he was in a Bonanza A36 and was fairly new to it. N8339X repeated the instructions. N7FG read back correctly and said he was receiving warning lights. ORL advised RHD that they had no traffic, N7FG was cleared to land.



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

REPORT DATE

March 16, 2016

REPORT NO

F11-TRACON-0018

NAME OF REPORTING FACILITY

Central Florida TRACON (F11)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1626 STD advised N7FG before he went NORDO that he was cleared to land Runway 7. N7FG did not copy. STD repeated that he was cleared to land Runway 7. N7FG's last response was unintelligible.

1627 ORL called CIS and said they saw N7FG go down.

No More Follows



Federal Aviation Administration

Memorandum

Date: May 03, 2016

To: Aircraft Accident File F11-TRACON-0018

From: Orlando Executive Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N7FG
Orlando, FL, November 20, 2015

This transcription covers the Orlando Executive Airport Traffic Control Tower (ATCT) LC LC position for the time period from November 20, 2015, 1544 UTC, to November 20, 2015, 1717 UTC.

Agencies Making Transmissions	Abbreviations
N7FG	N7FG
Orlando Executive ATCT, Local Control (LC)	LC
Central Florida TRACON Satellite Radar Disney (STD)	STD
Central Florida TRACON Radar Handoff North (RHN)	RHN
Central Florida TRACON Operations Supervisor (OS)	OS
N1JB	N1JB
WKMG News Channel 6 (SKY6)	SKY6
WFTV News Channel 13 (SKY9)	SKY9

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N7FG.

Richard A. Marsh
Operations Supervisor
Orlando Executive Airport Traffic Control Tower

1544
(1545-1613)
1614

1614:40 N7FG orlando tower bonanza seven foxtrot golf holding short
runway seven ready to depart

1614:45 LC bonanza foxtrot golf executive tower turn left on course
runway seven cleared for takeoff

1614:49 N7FG turn left on course runway seven cleared to takeoff and
can you give us frequency (unintelligible) to talk to

1614:59 LC november seven foxtrot golf you can remain this frequency
for now uh when switched departure will be uh one one
niner point four

1615:03 N7FG copy that november seven foxtrot golf thank you
1616
1617
1618

1618:47 LC november seven foxtrot golf remain outside bravo airspace
at or below one thousand five hundred and contact orlando
departure one one niner point four

1618:54 N7FG alright one one niner point four what was the altitude
restriction

1618:57 LC at or below one thousand five hundred

1618:59 N7FG at or below one thousand five hundred i'm already at two
thousand - - i'm descending for seven for seven foxtrot
golf (unintelligible)

1619:09 STD you need to tell foxtrot golf to descend immediately

1619:12 LC yeah i'm starting him down

1619:13 STD thank you

1619:13 LC alright m h

1619:32 LC november seven foxtrot golf (unintelligible)

1619:33 N7FG november seven foxtrot golf uh yes (unintelligible)

1619:35	LC	november seven foxtrot golf contact orlando departure one one niner point four
1619:37	N7FG	alright going to one one niner point four seven foxtrot golf
1619:43	LC	disney exec
1619:46	STD	disney
1619:47	LC	(unintelligible) clearance he's uh not he's not a real good listener
1619:50	STD	yeah i'm seeing that yeah okay
1619:51	LC	m h
1619:52	STD	s w
1620		
(1621-1622)		
1623		
1623:08	RHN	exec disney
1623:11	LC	exec
1623:12	RHN	seven foxtrot golf he's trying to come back to the airport having some issues with his auto pilot
1623:17	LC	roger
1623:19	RHN	o z
1623:20	LC	m h
1624		
1625		
1625:24	OS	exec tower orlando

1625:28	LC	exec
1625:29	OS	november seven foxtrot golf he's having some problems with his auto pilot he's getting some uh coaching on the frequency from another pilot uhm we'll put him on you as soon as we can okay
1625:39	LC	alright uh if you guys need to hold onto him we've got nothing moving you can clear him to land if you want
1625:43	OS	okay thank you
1625:44	LC	m h
1625:45	OS	j c
1626		
1627		
1627:12	LC	disney exec
1627:14	OS	coordinator
1627:15	LC	uh he just rolled over straight down he's on the ground
1627:17	OS	thank you j c
1627:18	LC	m h
1627:22	RHN	he rolled it over
1627:23	LC	uh yeah it looked like he started a right turn to rejoin the final which turned into kind of a wing over uh it was nose down and uh he he went straight down and i lost sight of him uh it was right there on that where that radar tag is
1627:34	RHN	alright o z

1627:35 LC m h
1628
(1629-1633)
1634
1634:05 N1JB exec tower one jay bee is with you on the visual seven

1634:07 LC roger that bravo executive tower november one runway seven
cleared to land

1634:10 N1JB cleared to land seven thanks

1634:18 LC november one juliett bravo did approach mention about a uh
aircraft to ya

1634:23 N1JB oh yeah they had us going international already

1634:28 LC november one juliett bravo roger last previous contact was
uh just south of the final about a mile and a half looks
like john young and north four oh eight if you're
familiar

1634:37 OS exec orlando

1634:38 N1JB ah yep did he go down

1634:39 LC affirmative

1634:40 N1JB okay

1634:49 LC november one juliett bravo last contact was about your uh
one o'clock three quarters of a mile uh just south of the
final

1634:56 N1JB okay we're lookin right now cause we're right here - -
yeah i don't see him at all
1635

1635:10 LC roger that bravo thank you sir
1636

1636:09 N1JB and uh was that a cirrus

1636:10 LC ah negative bonanza

1636:10 N1JB okay
1637

1637:06 LC november one juliett bravo turn left taxiway contact
ground point four thank you for your help sir

1637:11 N1JB point four hope everything turns out good
1638
(1639-1644)
1645

1645:49 SKY6 exec tower sky six

1645:52 LC sky six executive tower

1645:53 SKY6 sky six on station and uh it's in the water

1645:56 LC sky six roger uh you do have the airplane insight

1646:00 SKY6 nah it's in the water and uh yeah we've got it insight
they've got boats around it

1646:06 SKY6 sky six roger thank you

1646:17 LC sky nine is the airplane on the surface

1646:22 SKY9 uh negative sir it's submerged but it's uh you can see it
on the uh the bottom it's not to far down but there's
lots of boats around

1646:31 LC roger

1646:36 SKY9 orlando executive tower it's sky nine

1646:40 LC sky nine victor

1646:41 SKY9 we're up by the powerplant i'd like to file a four oh

eight westbound to where the other guy went

1646:50 LC sky nine proceed as requested altimeter three zero zero four

1646:52 SKY9 sky nine
1647
(1648-1716)
1717

End of Transcript



Federal Aviation Administration

Memorandum

Date: March 16, 2016

To: Aircraft Accident File File-TRACON-0018

From: Central Florida Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N7FG
Orlando, FL, November 20, 2015

This transcription covers the Central Florida Terminal Radar Approach Control Facility (TRACON) STD SR position for the time period from November 20, 2015, 1548 UTC, to November 20, 2015, 1658 UTC.

Agencies Making Transmissions	Abbreviations
Central Florida TRACON Satellite Radar	STD
Disney	
Executive Airport Traffic Control	ORL
Tower	
N7FG	N7FG
N8339X	N8339X

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N7FG.

[REDACTED]

Karla M Hales
Support Specialist
Central Florida TRACON

1548

(1549-1617)

1618

1618:53 STD november seven foxtrot golf orlando

1619

1619:01 STD november seven foxtrot golf orlando departure

1619:08 STD tower do you still have seven foxtrot golf he needs to descend immediately

F11-TRACON-0018
N7FG

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1619:11 ORL yeah i'm starting him down

1619:12 STD thank you

1619:13 ORL m h

1619:43 ORL disney exec

1619:46 STD disney

1619:47 ORL (unintelligible) he's uh he's not a real good listener

1619:50 STD i'm seeing that yeah okay

1619:51 ORL m h

1619:52 STD s w

1619:54 N7FG orlando departure bonanza seven fox seven foxtrot golf
with you at uh one thousand eight hundred descending

1620:00 STD november seven foxtrot golf orlando departure ident
orlando altimeter three zero zero five say request

1620:06 N7FG it's three zero zero five i'm trying to pick up flight
following on our b v f r flight plan

1620:11 STD okay to go where please

1620:13 N7FG i'm sorry going to k g l e and when able we'd like to
start our climb cause we've got uh an opening here

1620:19 STD okay where are you going and how high do you want to climb
i'm not familiar with the depart with the uh destination

1620:28 N7FG uh we want to go to one thousand excuse me to twelve thousand five hundred and we're going to k g l e

1620:33 STD okay where is that

1620:35 N7FG gainesville texas

1620:37 STD seven foxtrot okay you have not been given a clearance through the bravo why are you climbing

1620:45 STD november seven foxtrot golf turn left heading two seven zero

1620:51 STD seven foxtrot golf i need you to listen cause you're in my bravo without a clearance turn left heading two seven zero

1620:59 N7FG turning left to two seven zero for some reason i could not get my *(auto'n) pilot to disengage

1621:05 STD thank you

1621:31 STD november seven foxtrot golf squawk one zero seven three

1621:35 N7FG one zero seven three listen i think we need to put this thing on the ground i don't know what's going on

1621:39 STD seven foxtrot golf roger you want to return to orlando executive

1621:42 N7FG affirmative can you help me get there

1621:43 STD absolutely seven foxtrot golf maintain v f r turn left heading two one zero and maintain one thousand six hundred this will be vectors for runway seven

1621:53 N7FG okay listen um i i have to use full force does anybody

have any ideas what i can do to shut off this auto pilot

1622:00 STD let me talk

1622:03 N7FG and uh you wanna give me a heading again

1622:05 STD november seven foxtrot golf turn left heading two one zero

1622:08 N7FG left two one zero

1622:13 N8339X pull your circuit breaker

1622:55 STD november seven foxtrot golf are you able to descend

1623:00 N7FG seven foxtrot golf i'm tryin i'm pushing as hard as i can
on yoke

1623:03 STD okay not a problem seven foxtrot golf uh when your able
fly heading a one eight zero i wanna give you a little
more room to descend

1623:14 N7FG descending to one eight i'm sorry going to one eight

1623:34 N8339X approach have your distress airplane pull the circuit
breaker

1623:37 STD november seven foxtrot golf did you copy somebody uh
suggested you pull the circuit breaker for the auto pilot

1623:43 N7FG ah we pulled the circuit breaker but it just it's going up
and then it's going down and it's going up and down and
then uh we pulled the circuit breaker but it just keeps
uh porpoising up and down and it's taking full forward to
go down and full back to go up to com compensate

1624:05 N8339X power off the airplane go nordo for thirty seconds power
off the airplane and then come back up

1624:11 STD seven foxtrot golf you can that and uh if you can make a right turn a right turn so you're away from orlando international until you get it situated

1624:26 STD november seven foxtrot golf if you still hear orlando if you can make a right turn and a right turn to stay away from orlando international departures

1624:34 N7FG alright makin a right turn comin to two one zero and uh we're powered way down

1624:52 N8339X and approach three nine xray

1624:54 STD go ahead

1624:55 N8339X yeah if i could speak to the guy for just a second

1624:57 STD yes please three niner xray go ahead

1624:59 N8339X yes sir *(if you'd when i said) power off the airplane uh not your not your engine power turn your master off for thirty seconds it'll take you nordo no radio and then turn it back on again and that should disconnect the auto pilot and don't turn it on

1625:15 N7FG okay so you want me to turn the turn the master off ya say (unintelligible)

1625:20 N8339X turn your master off so it takes all the electrical power off the airplane the engine keep runnin fine but uh turn it off leave it for thirty seconds the master and then uh power back up and see if that doesn't disconnect your auto pilot for ya

1625:32 N7FG okay um and are you saying then you want me to turn the key to the off position

1625:37 N8339X no don't turn the key to the off position just turn your master switch your electrical master switch off

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1625:43 N7FG alright my avionics master switch off

1625:45 N8339X *(well now) the total master switch to the airplane what
what kind of airplane do you have

1625:49 N7FG i i have a bonanza a thirty six and it i'm relatively new
to it

1625:53 N8339X okay understand if you'll turn your master switch off
completely everything that all the electrical power that
goes through your master switch so avionics off master
switch off thirty seconds and then master and avionics
back on

1626:07 N7FG okay so you're talking about battery and alternator is
that correct

1626:11 N8339X that's affirmative yes battery and alternator switch off
for thirty seconds

1626:14 N7FG alright going off now and i'm getting some uh warning
lights as well

1626:18 STD seven foxtrot golf before you go nordo executive tower has
advised you are cleared to land runway seven seven
foxtrot golf approved as requested everything he asked
you to do you are cleared to land runway seven at orlando
executive

1626:27 N7FG seven foxtrot golf i'm sorry i was (unintelligible) turn
off

1626:29 STD seven foxtrot golf roger you are cleared to land runway
seven

1626:58 N7FG orlando i'm (unintelligible)
1627

1627:12 ORL disney exec

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N7FG

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1627:23 ORL ah yeah it looked he started *(turn)
1628
(1629-1657)
1658

End of Transcript

*This portion of the copy of the recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: March 16, 2016

To: Aircraft Accident File F11-TRACON-0018

From: Central Florida Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N7FG
Orlando, FL, November 20, 2015

This transcription covers the Central Florida Terminal Radar Approach Control Facility (TRACON) RHN HO position for the time period from November 20, 2015, 1553 UTC, to November 20, 2015, 1658 UTC.

Agencies Making Transmissions	Abbreviations
Central Florida TRACON Radar Handoff North	RHN
Executive Airport Traffic Control Tower	ORL

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N7FG.

[REDACTED]

Karla M Hales
Support Specialist
Central Florida TRACON

1553
(1554-1622)

1623
1623:08 RHN exec disney

1623:10 ORL exec

1623:11 RHN seven foxtrot golf he's trying to come back to the airport
having some issues with his auto pilot

1623:15 ORL roger

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N7FG

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1623:16 RHN o z

1623:17 ORL unintelligible

1624

(1625-1626)

1627

1627:22 RHN he rolled it over

1627:23 ORL uh yeah it looked like he started turn to rejoin the final
which turned into kind of a wing over uh it was nose down
and uh he he went straight down and lost sight of him uh
it was right there on that where that radar tag is

1627:34 RHN alright o z

1627:35 ORL m h

1628

(1629-1657)

1658

End of Transcript



Federal Aviation Administration

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Memorandum

Date: March 16, 2016

To: Aircraft Accident File F11-TRACON-0018

From: Central Florida Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N7FG
Orlando, FL, November 20, 2015

This transcription covers the Central Florida Terminal Radar Approach Control Facility (TRACON) OS SI position for the time period from November 20, 2015, 1554 UTC, to November 20, 2015, 1658 UTC.

Agencies Making Transmissions	Abbreviations
Orlando International Airport Traffic Control Tower	MCO
Central Florida TRACON Operations Supervisor	OS
Executive Airport Traffic Control Tower	ORL

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N7FG.

[REDACTED]
Karla M. Hales
Support Specialist
Central Florida TRACON

1554
(1555-1623)

1624
1624:28 MCO S c

1624:29 OS hey stop departures uh going out towards the v o r we got a aircraft in distress november seven foxtrot golf

1624:34 MCO okay

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1624:35 OS he's lost his auto pilot he's trying to navigate but if
you can just hold off on the departures going out towards
the v o r for just til we can figure out

1624:43 MCO yep i've got nothing but i'm stopping them

1624:45 OS thanks

1624:46 MCO alright s g

1624:47 OS j c
1625

1625:24 OS exec tower orlando

1625:28 ORL exec

1625:29 OS november seven foxtrot golf he's having some problems with
his auto pilot he's getting some uh coaching on frequency
from another pilot um we'll put him on ya as soon as we
can okay

1625:39 ORL alright uh if you guys need to hold on to him we've got
nothing moving you can clear him to land if ya want

1625:43 OS okay thank you

1625:44 ORL m h

1625:45 OS j c
1626
1627

1627:12 ORL disney exec

1627:14 OS coordinator

1627:15 ORL uh he just rolled over straight down he's on the ground

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N7FG

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1627:17 OS thank you j c

1627:18 ORL m h
1628
(1629-1657)
1658

End of Transcript
