



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

REPORT DATE

October 21, 2016

REPORT NO.

ZOB-ARTCC-0313

NAME OF REPORTING FACILITY

Richmond ATCT (RIC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 16, 2016

All Times Listed Are Coordinated Universal Time
Unless Otherwise Specified

- 2035Z CGYSN contacted Richmond ATCT FD/CD requesting clearance to CSYN and had ATIS code Charlie. Richmond FD/CD advised CGYSN that his route of flight was being revised.
- 2040Z Richmond FD/CD issued CGYSN a full-route clearance. CGYSN read back clearance.
- 2044Z CGYSN contacted Richmond GC and advised ready to taxi. Richmond GC issued taxi instructions to CGYSN to Runway 20.
- 2053Z CGYSN contacted Richmond LC and advised ready for takeoff. Richmond LC issued takeoff clearance to CGYSN on Runway 20.
- 2055Z Richmond advised CGYSN to contact Potomac Departure. CGYSN acknowledged.

No More Follows



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

REPORT DATE

October 25, 2016

REPORT NO.

ZOB-ARTCC-0313

NAME OF REPORTING FACILITY

Potomac Consolidated TRACON (PCT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 16, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2055 CGYSN departed Richmond International Airport (RIC) and called Tappa climbing out of 1,000 feet for 10,000 feet. Tappa radar identified CGYSN and issued a climb to 5,000 feet.
- 2056 CGYSN reported navigating via the LUCYL3 Departure. Tappa instructed CGYSN to fly heading 120 vectors for TAPPA intersection.
- 2059 Tappa instructed CGYSN to fly heading 090 and climb to 7,000 feet. CGYSN read back 090 heading and 5,000 feet.
- 2104 Tappa instructed CGYSN to proceed direct TAPPA and climb to 7,000 feet.
- 2105 CGYSN reported having trouble loading TAPPA in GPS and asked for radar vectors. Tappa issued 030 heading, spelled out TAPPA, and climb to 7,000 feet.
- 2113 Tappa asked CGYSN if able to navigate direct TAPPA and pilot replied he needed direct vectors.
- 2116 Tappa instructed CGYSN to fly heading 010.
- 2117 Tappa asked CGYSN if he was able to navigate direct Patuxent VOR (PXT). Pilot replied hold on.
- 2120 CGYSN reported direct PXT. Tappa instructed direct PXT join V16.
- 2122 Tappa advised CGYSN they were slightly off course and direct PXT was a 047 heading.
- 2123 Tappa instructed CGYSN to contact Patuxent Approach on 120.05. Tappa advised Patuxent Approach of CGYSN's navigational issues.
- 2138 Patuxent Approach called Tappa to close airspace for the night. A position relief briefing took place which included status of CGYSN flashing at PCT Graco.
- 2140 Tappa and Patuxent briefing was completed and Tappa now resumed Patuxent Approach airspace. A position relief briefing of Tappa took place and the relieving Tappa controller was advised CGSYN should be coming on frequency shortly.
- 2142 Tappa asked Graco if he had a strip on CGYSN to which he replied affirmative.
- 2150 Tappa asked Graco if CGYSN had checked on frequency to which he replied affirmative.
- 2151 CGYSN checked on Tappa frequency at 7,000 feet. Tappa instructed CGYSN to contact Potomac Approach on 124.55. CGYSN checked on Graco frequency at 7,000



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NAME OF REPORTING FACILITY

Potomac Consolidated TRACON (PCT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

feet and was issued the Baltimore altimeter.

2155 Graco instructed CGYSN to proceed direct BAABS intersection.

2158 Graco instructed CGYSN to descend to 6,000 feet for crossing traffic.

2200 Graco instructed CGYSN to climb to 7,000 feet.

2203 Graco instructed CGYSN to contact Potomac Approach on 125.52. CGYSN checked on with Belay at 7,000 feet and was issued the Baltimore altimeter.

2214 Belay instructed CGYSN to fly heading 010.

2215 Belay instructed CGYSN to proceed direct Harrisburg (MDT).

2229 Harrisburg Approach called Belay to advise radar contact on CGYSN and that they had recieved an illegal function (IF) when attempting to accept the handoff. Belay instructed CGYSN to contact Harrisburg Approach on 124.1.

No More Follows



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(Continuation Sheet)

REPORT DATE

October 25, 2016

REPORT NO

ZOB-ARTCC-0313

NAME OF REPORTING FACILITY

Harrisburg ATCT (MDT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 16, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2230 CGYSN checked on with Harrisburg Approach at 7000 feet and was issued the altimeter.
- 2236 CGYSN was asked if he would prefer 6000 feet or 8000 feet for correct altitude for direction of flight. CGYSN requested 6000 feet and was issued a descent to that altitude.
- 2252 CGYSN advised he was having trouble putting his flight plan in his GPS and requested vectors to his destination. Harrisburg Sector coordinated with ZNY Sector 91 and assigned a heading of 340 to CGYSN.
- 2255 CGYSN was switched to ZNY Sector 91 after completion of automated handoff.

No More Follows



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(Continuation Sheet)

REPORT DATE

October 20, 2016

REPORT NO.

ZOB-ARTCC-0313

NAME OF REPORTING FACILITY

New York ARTCC (ZNY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 16, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2254 Harrisburg Terminal Radar Approach Control Facility (MDT) called New York ARTCC Radar Position Sector 91 (R91) to advise CGYSN had difficulty getting the destination St. Catharines, Ontario, Canada (CYSN) into their navigation system. R91 advised heading three four zero until able CYSN.
- 2255 CGYSN checks on with R91 frequency at six thousand. There is no response from R91.
- 2259 CGYSN checks in again with R91 at six thousand, R91 issues altimeter at State College, Pa. (UNV) three zero zero one.
- 2300 R91 asks CGYSN if they are proceeding direct destination to which the reply is affirmative.
- 2302 R91 broadcasts SIGMET 17E.
- 2304 R91 conducts a position relief briefing. R91 mentions CGYSN had a difficult time navigating but appears to have corrected the issue.
- 2332 R91 transfers communication with CGYSN to Cleveland ARTCC frequency 124.32.

No More Follows



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

REPORT DATE

October 28, 2016

REPORT NO.

ZOB-ARTCC-0313

NAME OF REPORTING FACILITY

Cleveland ARTCC (ZOB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 16, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2332 CGYSN checked on with the Cleveland Center Bradford Sector Controller (R73) reporting at 6,000 feet. R73 acknowledged the call and issued the Bradford altimeter setting.
- 2338 R73 instructed CGYSN to reset the transponder to four one five zero. CGYSN acknowledged the instruction.
- 2344 R73 provided CGYSN information about radar displayed weather along the route of flight. CGYSN did not respond.
- 2345 R73 advised CGYSN of areas of moderate precipitation and instructed him to advise if he needed to deviate. CGYSN advised that he would deviate about 20 degrees to the left. R73 cleared CGYSN direct to Saint Catharines when able.
- 2351 R73 advised CGYSN that there was another aircraft ahead of them 20 miles in light rain and a smooth ride. The response was unintelligible.
- 2357 R73 observed CGYSN turning to the south and asked if they were okay. CGYSN did not respond. R73 made 3 additional attempts to contact CGYSN and received no response.
- 2358 R73 continued to try to contact CGYSN.
- 2359 R73 attempted to contact CGYSN.
- 10/17/16
- 0000 R73 asked AWI3971 to attempt to contact CGYSN. AWI3971 did not receive a response from CGYSN.
- 0001 R73 asked CGNOP if they were associated with CGYSN. CGNOP replied in the affirmative. R73 asked if they had a way to get in touch with CGYSN.
- 0002 CGNOP advised that he would try.
- 0006 R73 asked CGNOP if they knew the names of anyone on board CGYSN. CGYSN provided the names of the three people on board CGYSN.

No More Follows



Federal Aviation Administration

Memorandum

Date: October 26, 2016

To: Aircraft Accident File ZOB-ARTCC-0313

From: Cleveland Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, CGYSN
Keating Township, PA, October 16, 2016

This transcription covers the Cleveland Air Route Traffic Control Center (ARTCC) R73 R position for the time period from October 16, 2016, 2302 UTC, to October 17, 2016, 0153 UTC.

Agencies Making Transmissions	Abbreviations
CGYSN	CGYSN
CLEVELAND CENTER BRADFORD SECTOR RADAR CONTROLLER	R73
UNKNOWN	UNKNOWN
AIR WISCONSIN AIRLINES CORPORATION (APPLETON, WI), AWI3971	AWI3971
CGNOP	CGNOP
CLEVELAND CENTER BRADFORD SECTOR RADAR RELIEF CONTROLLER	R73R
AIR WISCONSIN AIRLINES CORPORATION (APPLETON, WI), AWI4062	AWI4062
ERIE APPROACH CONTROL	ERI
PORTER AIRLINES INC., POE728	POE728
CLEVELAND CENTER DUNKIRK SECTOR RADAR CONTROLLER	R70
JETBLUE AIRWAYS CORPORATION (NEW YORK, NY), JBU491	JBU491

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

[REDACTED]

Timothy Branscum
Staff Support Specialist
Cleveland ARTCC

ZOB-ARTCC-0313
CGYSN

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2302

(2303-2331)

2332

2332:52 CGYSN cleveland center---cleveland center this is charlie golf
yankee sierra november with you at six thousand

2332:59 R73 charlie golf yankee sierra november cleveland center roger
bradford altimeter three zero zero four

2333:03 CGYSN three zero zero four we're (unintelligible) yankee sierra
november

2334

(2335-2337)

2338

2338:23 R73 charlie golf yankee sierra november reset transponder
squawk four one five zero

2338:31 CGYSN four one five zero for charlie golf yankee sierra november

2339

(2340-2343)

2344

2344:11 R73 charlie golf yankee sierra november i am showing areas of
moderate precipitation seems like it's gonna be just off
your left and right side your current track is uh going
right through the middle of what i am showing there and
then in about twenty miles or so i'm showing another area
of moderate heavy precipitation haven't had anyone
deviate through that area

2345

2345:06 R73 charlie golf yankee sierra november showing areas of
moderate precipitation if you need to deviate just advise

2345:14 CGYSN yeah we'll deviate charlie golf yankee sierra november
we're turning (unintelligible) twenty degrees to the left

2345:18 R73 charlie golf yankee sierra november roger and direct to
saint catherines when you are able

2345:24 CGYSN charlie golf yankee sierra november

2346

(2347-2350)

2351

2351:02 R73 and charlie golf yankee sierra november i have uh another
aircraft out ahead of you at your almost eleven thirty
and two zero miles six thousand says just some light uh

rain there and smooth

2351:20 UNKNOWN (unintelligible)

2352

(2353-2356)

2357

2357:11 R73 charlie golf yankee sierra november i see you are turning
to the south there are you okay

2357:20 R73 charlie golf yankee sierra november cleveland

2357:30 R73 charlie golf yankee novem sierra november cleveland

2357:39 R73 charlie golf yankee sierra november cleveland

2358

2358:02 R73 charlie golf yankee sierra november cleveland

2359

2359:03 R73 charlie golf yankee sierra november cleveland

0000

0000:09 R73 air wisconsin thirty nine seventy one if you could give a
shout out to a charlie golf yankee sierra november i just
don't know if he can hear me or not

0000:19 AWI3971 can i have the name one more time

0000:21 R73 yup it's charlie golf yankee sierra november

0000:27 AWI3971 alright on here or you want it on guard

0000:29 R73 i would just like to see if he can hear you right now just
give a call out to him and see if he can hear you

0000:34 AWI3971 and uh charlie golf yankee sierra november uh do you copy
wisconsin thirty nine seventy one

0000:52 AWI3971 charlie golf yankee sierra november you copy wisconsin
thirty nine seventy one

0001

0001:06 AWI3971 and no reply for wisconsin thirty nine seventy one

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CGYSN

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0001:09 R73 thank you

0001:49 R73 charlie golf november oscar papa roger and you didn't weren't by chance associated with charlie golf yankee sierra november were you

0001:56 CGNOP yes we are we're company (unintelligible) together

0001:59 R73 do you have a way to see if you can get ahold of him i have lost his transponder and he is not responding to me i don't know if you have a way to go through company to see

0002:07 CGNOP kay we'll see what we can do for uh november oscar pap

0002:11 R73 thanks

0003
(0004-0005)
0006

0006:11 R73 and charlie golf november oscar papa we're trying to locate this aircraft do you happen to know the names of anybody that was on there so we can find out who had the rental

0006:21 CGNOP yes uh it was uh it was rifat tawfig and uh corey mijac and uh there was also a ben uh---ben jeffries

0006:38 CGNOP they're uh they're company they have an instructor on board as well for uh yankee sierra november

0006:42 R73 they had an instructor on board i have the names corey mijan ben jeffries and i missed the first one you said

0006:48 CGNOP rifat tawfig

0006:54 R73 that's coming in just a little garbled you said (unintelligible)

0006:59 CGNOP rifat it's uh romeo alpha foxtrot alpha tango that's his

first name

0007:07 R73 and his last name could you spell that out in phonetics
for me

0007:10 CGNOP it's uh tango alpha whiskey foxtrot india golf

0007:18 R73 thank you

0007:27 R73 thank you sir

0007:29 CGNOP no problem

0007:39 R73 okay so you're bradford sector sectors around you are all
open equipments working weather is there it's real this
charlie golf november oscar papa is sort of deviating he
says he is v f r smooth i've sort of uh just been calling
when it's gonna end so he can go up to saint catherines
when he's done i've appreqd this five thousand i gave
them control they just said okay i don't know if they're
going to see him at five thousand okay and that's all you
know what's going on there

0008:03 R73R yeah

0009

0010

0011

0011:54 R73 november oscar pap you don't hear an e l t do ya

0011:58 CGNOP no i'll double check for november oscar pap

0012:00 R73 okay

0012:13 CGNOP all quiet on uh one twenty one five for november oscar pap

0012:16 R73 okay that's good news

0013

0014

0015

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CGYSN

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0015:08 R73 charlie golf yankee sierra november cleveland

0015:15 R73 charlie golf yankee sierra november cleveland
0016
(0017-0020)
0021
0021:39 R73 charlie golf yankee sierra november cleveland
0022

0022:43 R73 air wisconsin forty sixty two can you switch over to
victor guard let me know if you hear an e l t please

0022:51 AWI4062 stand by
0023

0023:01 AWI4062 and for wisconsin forty sixty two uh negative on the e l t

0023:04 R73 okay thank you wisconsin forty sixty two how was your ride
through there

0023:09 R73 well above the uh clouds we're still getting continuous
light chop wisconsin forty sixty two
0024
0025
0026
0026:14 R73 charlie golf yankee sierra november cleveland

0026:26 R73 charlie golf yankee sierra november cleveland
0027
0028
0029
0029:49 ERI bradford erie two six question

0029:52 R73 yeah

0029:53 ERI yeah i got a question for you the uh (unintelligible)
canadian aircraft i am working with he was flying with
somebody else while back he said about fifty miles
southeast of where he's at now in my airspace he was
flying with a charlie golf yankee sierra november

0030:04 R73 yeah

ZOB-ARTCC-0313
CGYSN

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0030:05 ERI you guys had lost comms with him are you guys talking to him again

0030:07 R73 no

0030:08 ERI no you're not

0030:09 R73 no

0030:10 ERI okay alright thank you

0030:10 R73 okay
0031
(0032-0038)
0039
0039:21 R73 charlie golf yankee sierra november cleveland
0040
(0041-0046)
0047
0047:06 R73 charlie golf yankee sierra november cleveland

0047:12 R73 charlie golf yankee sier sierra november cleveland
0048
0049
0049:46 R73 porter seven twenty eight could you check the uh v h f guard for an e l t please

0049:57 POE728 uh we checked that (unintelligible) porter seven twenty eight and then uh no e l t (unintelligible)

0050:01 R73 okay thank you

0050:03 POE728 you're welcome
0051
(0052-0110)
0111
0111:39 R73 charlie golf yankee sierra november cleveland
0112
(0113-0118)
0119
0119:13 R73 alright sectors uh bradford thirty one thirty three

(unintelligible) fork's still open uh as far as i know
equipment works weather uh tops twenty one through twenty
seven chop over everything that's depicted uh twenty four
and above i guess uh the last two scranton landers
deviated left and uh around this to the north here no
one's gone this way at your altitude new business leaving
(unintelligible) descending to nine and uh your know
about y s n (unintelligible)

0120

0121

0121:41 R70 this is uh youngstown and dunkirk

0121:44 R73 yeah you're about to be uh bradford too you got thirty
thirty one up to the north combined up (unintelligible)
binghampton is still open equipment frequencies are uh
they're fine (unintelligible) uh airports are all posted
no one in or out of bradford area airports military none
aircraft comm status traffic you got porter uh one forty
four on at twenty two you're watching acey fifty four
fifty two leave and uh charlie golf

0122:05 JBU491 cleveland center jet blue four ninety one is out of seven
and a half for two seven zero

0122:08 R70 uh jet blue four ninety one cleveland center roger

0122:11 R73 you know about charlie golf uh yankee sierra november now
they do deviate i said uh for the weather up to the north
where that acey is and go around it there's some chop
associated with that but uh that's about it

0122:21 R70 yup

0122:22 R73 (unintelligible)

0123

(0124-0152)

0153

End of Transcript