



HEADQUARTERS, 101ST AIRBORNE DIVISION (AIR ASSAULT) AND FORT CAMPBELL
FORT CAMPBELL, KENTUCKY 42223-5000

REPLY TO
ATTENTION OF

IMCB-PLAT

MAY 12, 2017

MEMORANDUM FOR RECORD

SUBJECT: N1804E ACCIDENT

This is a statement to the best of my recollection of the incident involving the BE-36 type Aircraft with the tail number N1804E. This is a chronological summary. First Evansville Approach control asked me the weather intensity between Princeton Caldwell and Madisonville. I advised them that the weather was Level one but was not verified. They then advised me that N1804E might want to land at an airport in Campbell's airspace.

At 1641Z the pilot checked in on our frequency saying he was descending out of 5000 feet. Then I first transmitted to N1804E, gave him the altimeter, and advised the pilot that Evansville Approach passed on that he might want to land at an airport Campbell's airspace. The pilot said he wanted to land and wait out the weather. I advised him that CKV had a full service FBO.

At 1644 I then asked the pilot of their intentions. He responded I am not sure and he needed to descend. I then issued the weather at CKV. He responded we will see if we can do that. The Pilot then advised the weather was better further south. I then issued the weather at MSL and BNA airports. He advised me that he was not going to land in our airspace and was going to climb to 3500 feet. I then advised the pilot VFR climb approved. Then I advised the pilot that he would have to be vectored around the Restricted Area (R3702/R3701). I also asked the pilot if a southwest or a southeast heading would be better for weather. The pilot advised a southeast heading would better, and asked "what was the vector". I then issued a vector of a heading of 150 degrees.

At 1649 I noticed the aircraft maneuvering erratically. The Aircraft was descending and making a sharp turn to the left, a change of direction to the north. Then eventually climbing back up to 2100 feet and back on course.

At 1652 the track went into coast and then eventually dropped off and then I repeatedly tried to raise the pilot on the radio with no response.

At 1655 I advise in the blind that radar contact was lost. I then asked Campbell tower if the Aircraft had contacted them. They replied negative. With the loss of the communication and the erratic behavior of the Aircraft I initiated Search and Rescue procedures do the potential of a possible emergency.

CURTIS M. FARLEY
AIR TRAFFIC CONTROL SPECIALIST
AIRFIELD DIVISION