

AIRCRAFT ACCIDENT PACKAGE

JAX-ATCT-0196

N6894N, M20P

November 23, 2017, 2014 UTC

Destroy: May 23, 2020 UTC

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 12, 2018	REPORT NO. JAX-ATCT-0196
	NAME OF REPORTING FACILITY Jacksonville ATCT (JAX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 23, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1920 N6894N contacted Jacksonville Approach Satellite position (S1) and reported runway heading off of Ocala Airport (OCF). S1 instructed N6894N to ident and climb and maintain three thousand. N6894N acknowledged. S1 radar identified N6894N and instructed him to proceed direct Cecil Airport (VQQ), to advise when he had the ATIS, and to expect the ILS to Runway 36R. N6894N acknowledged.

1922 S1 instructed N6894N cleared direct NOLFO for the ILS. N6894N acknowledged.

1926 N6894N asked JAX to spell out the intersection he was supposed to go to. S1 instructed N6894N NOLFO was on the ILS and spelled it phonetically. N6894N responded with the incorrect spelling. S1 restated the correct spelling to N6894N. N6894N acknowledged.

1929 S1 informed N6894N that his target is going all over the place and asked if he is having issues. N6894N stated it is the wind, but that he is getting on. S1 acknowledged and instructed N6894N to advise if he needed any assistance. N6894N responded that he was good and thank you.

1930 S1 asked N6894N if he would like to try a different altitude. N6894N responded that he was okay and said he did not set his equipment on the ground like he should have, but he was okay. S1 acknowledged.

1946 S1 instructed N6894N to change to frequency 124.9. N6894N does not acknowledge. S1 contacted N6894N again. N6894N acknowledged that he is up on 124.9. S1 acknowledges.

1948 S1 informed the relieving controller during the relief briefing that N6894N is direct NOLFO at 3000 feet.

1955 S1 instructed N6894N position from NOLFO and cleared for the ILS approach. N6894N read back the instructions, but stated 2000 feet. S1 instructed N6894N to maintain 3000 feet until NOLFO. N6894N acknowledged 3000 feet.

1958 N6894N instructed S1 inside NOLFO.

1959 S1 instructed N6894N to contact Cecil Airport (VQQ) on 126.1. N6894N does not acknowledge. S1 contacted N6894N again. N6894N acknowledged. S1 instructed N6894N to contact VQQ on 126.1. N6894N acknowledged going to 126.1.

2001 S1 activated VQQ shout and provided a low altitude alert on N6894N. VQQ acknowledged. S1 asked if VQQ can see N6894N since it appeared he was back and forth through the final. VQQ stated they can not see N6894N due to the low ceiling. S1 acknowledged.

2002 VQQ advised over the shout line that N6894N is coming back to JAX approach. S1 acknowledged. N6894N contacted JAX. S1 instructed N6894N to climb and maintain

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3000 feet. N6894N acknowledged.

2003 S1 instructed N6894N to say request. N6894N requested vectors back around for the ILS 36R to VQQ. S1 instructed N6894N to maintain 2000 feet, expect vectors for the approach, and fly heading 220. N6894N acknowledged.

2004 Low altitude alert alarms for N6894N. S1 instructed N6894N to climb and maintain 2000 feet. N6894N acknowledged.

2005 S1 instructed N6894N to say altitude. N6894N responded that he is busy right now and to let him get leveled out he is at 1500 feet.

2006 S1 instructed N6894N when able fly heading 120. N6894N acknowledged.

2009 S1 instructed N6894N turn left heading 090. N6894N acknowledged.

2010 S1 instructed N6894N climb and maintain 3000 feet fly heading 090. N6894N acknowledged. S1 asked N6894N if he is able to climb and turn. N6894N responded yes he can but needs to go out for a long approach. S1 instructed N6894N to fly heading 180. N6894N acknowledged.

2013 S1 asked N6894N if he would like to come to Jacksonville Airport (JAX), since the ceiling is higher and visibility is better. N6894N responded that will work and let's go to JAX. S1 instructed N6894N when able to fly heading 040 vectors for the ILS approach to JAX. N6894N acknowledged. S1 instructed N6894N to maintain 3000 feet heading 040. N6894N does not acknowledge. S1 instructed N6894N to maintain 3000 feet and to advise when he is level. N6894N does not acknowledge.

2014 S1 attempted contact with N6894N. N6894N does not acknowledge. S1 attempts contact with N6894N again. N6894N does not acknowledge.

2015 N6894N's target appeared to drop off the radar scope. S1 attempted contact with N6894N. N6894N does not respond. S1 instructed N7ET to switch to frequency 124.9 and attempt contact with N6894N. N7ET complied.

2016 N7ET on frequency 124.9 attempts contact with N6894N two separate times.

2017 N7ET contacted S1 and reported no joy with N6894N on 124.9 or the guard frequency. S1 acknowledged.

No More Follows

SECTION 9.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: March 01, 2018

To: Aircraft Accident File JAX-ATCT-0196

From: Jacksonville Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N6894N
Camp Blanding, FL, November 23, 2017

This transcription covers the Jacksonville Airport Traffic Control Tower (ATCT) S1 SR position for the time period from November 23, 2017, 1850 UTC, to November 23, 2017, 2048 UTC.

Agencies Making Transmissions	Abbreviations
N6894N	N6894N
Jacksonville ATCT, Radar Position Satellite, S1	JAX S1
Cecil Federal Contract Tower N7ET	VQQ N7ET

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N6894N.


Sherry Lawless
Air Traffic Control Support Specialist
Jacksonville Airport Traffic Control Tower

1850
(1851-1919)

1920
1920:05 N6894N jax six eight nine four november with you runway heading
off of three six at ocala

1920:10 JAX S1 november six eight niner four november jax departure ident
climb and maintain three thousand

1920:14 N6894N climb and maintain three thousand ident

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1920:46 JAX S1 november niner four november radar contact two miles north
of ocala clear direct cecil advise when you have the
correct atis expect the i l s three six right

1920:53 N6894N will do nine four november
1921
1922

1922:39 JAX S1 november niner four november clear direct nolfo for the i
l s

1922:43 N6894N direct nolfo for the i l s nine four november
1923
(1924-1925)
1926

1926:19 N6894N jax hmm jax approach spell out that uh intersection you
wanted me to go to nine four november

1926:25 JAX S1 november niner four november it's nolfo it's on the i l s
it's uh november oscar lima foxtrot oscar

1926:32 N6894N no november lima foxtrot ah november lima foxtrot oscar
thank you

1926:37 JAX S1 it's uh n o l f o

1926:41 N6894N okay
1927
1928

1929:00 JAX S1 november niner four november your uh target's going all
over the place you having issues

1929:04 N6894N yeah this winds giving me (unintelligible) i'm i'm getting
it on

1929:09 JAX S1 november niner four november roger just let me know if you
need any assistance

1929:13 N6894N i'm good thank you
1930

1930:10 JAX S1 november niner four november would you like to try uh a
different altitude

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1959:44	N6894N	nine four november
1959:46	JAX S1	november niner four november contact cecil tower one two six point one good day
1959:52	N6894N	over to tower one two six one nine four november
2000		
2001		
2001:19	JAX S1	tower jax low altitude alert on niner four november (unintelligible) can you even tell if he's really going east bound
2001:29	VQQ	say again
2001:30	JAX S1	uh it it just looks like he's uh kinda going back and forth on the uh the localizer i was just asking if uh you were able to see him yet
2001:39	VQQ	no uh our ceiling is seven hundred overcast
2001:42	JAX S1	yeah i didn't know whether it was to truly alright m e
2001:46	VQQ	(unintelligible)
2001:47	JAX S1	yep (unintelligible) m e
2002		
2002:49	N6894N	approach six eight nine four november with you
2002:53	JAX S1	november niner four november jax approach climb and maintain three thousand
2002:59	N6894N	maintain three thousand nine four november
2003:25	JAX S1	november niner four november say your request
2003:29	N6894N	i like vectors back around for the i l s three six right cecil

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2003:39	JAX S1	november niner four november roger uh amend the altitude maintain uh two thousand and uh expect vectors for the i l s runway three six right approach fly heading two two zero
2003:54 2004	N6894N	two two zero maintain two thousand nine four november
2004:38	JAX S1	november niner four november climb and maintain uh two thousand
2004:44 2005	N6894N	nine four november maintain two thousand
2005:20	JAX S1	november niner four november uh say altitude
2005:44 2006	N6894N	nine four november i'm busy right now let me get leveled out (unintelligible) fifteen hundred
2006:36	JAX S1	mooney niner four november when able fly heading one two zero
2006:41 2007 2008 2009	N6894N	one two zero nine four november
2009:11	JAX S1	mooney niner four november turn left heading zero niner zero east bound zero niner zero
2009:19 2010	N6894N	zero niner zero nine four november
2010:46	JAX S1	november niner four november uh maintain uh climb and maintain three thousand heading zero niner zero
2010:56 2011	N6894N	three thousand nine zero niner zero nine four november
2011:02	JAX S1	and november niner four november can uh are you able to uh to climb and turn
2011:10	N6894N	uh yes i can i just i need to go out and do a long (unintelligible) approach
2011:17	JAX S1	november niner four november roger fly heading heading one eight zero

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2011:22 N6894N one eight zero
2012
2013
2013:02 JAX S1 mooney niner four november would you like to come to uh
jacksonville the uh the visibility is uh alot better the
ceiling is higher

2013:14 N6894N okay that'll work uh let's go to jax

2013:19 JAX S1 november niner four november roger and uh when able fly
heading zero four zero be vectors for the i l s runway
eight approach

2013:26 N6894N zero four zero um nine four november

2013:41 JAX S1 and november niner four november maintain three thousand
heading zero four zero three thousand
2014

2014:12 JAX S1 mooney niner four november climb and maintain three
thousand and uh just let me know when your uh leveled off
at three thousand and i can give you another heading

2014:34 JAX S1 mooney six eight niner four november jax

2014:54 JAX S1 mooney six eight niner four november
2015

2015:47 JAX S1 mooney six eight niner four november jax approach how do
you hear

2015:53 JAX S1 november seven echo tango jax

2015:55 N7ET go ahead seven echo tango

2015:57 JAX S1 november seven echo tango could you change to uh frequency
one two four point niner twenty four nine and see if you
can raise a six eight niner four november

2016:07 N7ET yes six eight niner four november is a mooney

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2016:10 JAX S1 it's a mooney

2016:11 N7ET alright we'll go looking for him (unintelligible) seven
echo tango

2016:22 N7ET mooney six eight niner four november how do you read
skylane seven echo tango over

2016:35 N7ET mooney six eight niner four november skylane seven echo
tango on twenty four decimal nine zero how do you read
2017

2017:09 N7ET jax no joy uh for mooney six eight niner four november on
uh twenty four niner or the guard frequency

2017:16 JAX S1 okay thank you
2018
(2019-2047)
2048

End of Transcript
