

AIRCRAFT ACCIDENT PACKAGE

18-001-RSW

N262WS, EXPR

January 22, 2018, 1714 UTC

Destroy: July 22, 2020 UTC

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT		REPORT DATE January 22, 2018	REPORT NO. 18-001-RSW				
		NAME OF REPORTING FACILITY Southwest Florida International ATCT (RSW)					
1. AIRCRAFT IDENTIFICATION AND TYPE N262WS, EXPR	2. DATE/TIME OF ACCIDENT (UTC) January 22, 2018; 1714 UTC	3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Bonita Springs, FL					
4. NATURE OF ACCIDENT Aircraft crashed in a forested area approximately ten miles north east of APF.		LATITUDE/LONGITUDE (OPL) N26 20 12.0000 W081 39 48.0000					
		5. TYPE OF FLIGHT VFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Daniel Bernath	Pilot	Fort Myers , FL			X	
7. PASSENGER DATA	NUMBER ABOARD 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 NAPLES MUNICIPAL METAR - 1653 UTC: wind one three zero at one zero, visibility one zero statute miles, clear, temperature two six, dew point one eight, altimeter three zero one zero						
	FIRST REPORT SUBSEQUENT TO ACCIDENT NAPLES MUNICIPAL SPECI - 1753 UTC: wind one three zero at nine, visibility one zero statute miles, few clouds one two thousand, temperature two seven, dew point one eight, altimeter three zero zero seven						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS			
	Anthony Failla *(NO)	RSW ATCT	EST AP				
	Mark Rossmore (MR)	RSW ATCT	EST AP				
	Christopher Samonte (CS)	RSW ATCT	SOU AP				
	Sertan Thompson (TA)	RSW ATCT	LC LC				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Joseph E. Molsen							

FAA Form 8020-6 (4-17) Supersedes Previous Edition

Electronic Version

18-001-RSW

N262WS

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 05, 2018	REPORT NO. 18-001-RSW
	NAME OF REPORTING FACILITY Southwest Florida International ATCT (RSW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 22, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1700 N262WS departed FMY at 1700Z. FMY called EST to see if we were talking to N262WS.

1701 EST called to see if N262WS was on frequency and pilot responded two six two whiskey sierra. EST radar identified N262WS and instructed pilot to turn right heading one seven zero and maintain VFR two thousand five hundred.

1702 Pilot requested EST to say again. EST repeated the control instruction but pilot had difficulty understanding or hearing.

1703 N262WS finally readback control instructions. EST observed N262WS altitude at two thousand nine hundred and again advised pilot to maintain two thousand five hundred. SOU took the automated handoff on N262WS.

1705 EST issued heading of one five zero to N262WS and pilot's readback was correct.

1709 EST instructed N262WS to contact approach on one one niner point seven five and proceed on course. No response from pilot.

1710 EST repeated the instruction again and the pilot replied I can hear you talking but I can't understand you can you say it slower?

1711 EST again repeated the instruction slower and pilot readback was correct. N262WS contacted SOU and advised direct X01. EST asked pilot if he is landing at X01 and he said landing at X01.

1713 EST issued traffic to N262WS at twelve to one o'clock six miles northeast bound altitude indicated two thousand six hundred. Pilot responded looking for traffic.

1714 Mayday Mayday is heard on frequency. EST responded aircraft calling Mayday say again. N262WS is that you calling Mayday? EST advised N262WS that radar contact was lost one zero miles north east of Naples Airport.

1715 EST solicited help from N779MR a PA27 in locating N262WS. EST vectored N779MR to the last known radar position of the aircraft.

1720 N779MR made a few circles around the last known position of N262WS but

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N262WS

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 05, 2018	REPORT NO. 18-001-RSW
	NAME OF REPORTING FACILITY Southwest Florida International ATCT (RSW)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT found nothing. EST broadcasted facility phone number in the blind in case N262WS could hear us. 1724 N779MR departed the area on course. No More Follows		

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18-001-RSW

N262WS

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Federal Aviation Administration

Memorandum

Date: April 09, 2018

To: Aircraft Accident File 18-001-RSW

From: Southwest Florida International Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N262WS
Bonita Springs, FL, January 22, 2018

This transcription covers the Southwest Florida International Airport Traffic Control Tower (ATCT) EST AP position for the time period from January 22, 2018, 1630 UTC, to January 22, 2018, 1740 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N262WS.



Kenneth C Millan
Support Specialist
Southwest Florida International ATCT

Agencies Making Transmissions	Abbreviations
Fort Myers-Page (FMY) Federal Contract Tower (FCT)	FMY
Southwest Florida International ATCT East Radar	EST
N262WS	N262WS

1630
(1631-1659)
1700

1700:21 FMY (unintelligible) page

1700:24 EST (unintelligible)

1700:25 FMY did you get two whiskey sierra yet

1700:27 EST he hasn't come over i'll try him

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N262WS

1700:28 FMY alright thanks

1700:29 EST can we have control

1700:31 FMY say again

1700:32 EST can we have control

1700:33 FMY yeah all yours

1700:34 EST thanks you sir

1700:35 FMY g p
1701

1701:30 EST (unintelligible) two six two whiskey sierra fort myers
approach are you up

1701:33 N262WS two six two whiskey sierra

1701:35 EST two six two whiskey sierra radar contact turn right
heading one seven zero vector climb maintain v f r two
thousand five hundred

1701:43 N262WS continue my climb to say again

1701:46 EST two six two whiskey sierra maintain v f r at two thousand
five hundred

1701:50 N262WS maintain two thousand five hundred course is now what

1701:54 EST two six two whiskey sierra turn right heading one seven
zero maintain v f r at two thousand five hundred vector
to get you south of rsw

1702:03 N262WS course one two zero stay at twenty five hundred

1702:06 EST november two six two whiskey sierra i don't have time to talk to you four times per control instruction cause there's alot going on please listen up fly heading one seven zero maintain v f r at two thousand five hundred over

1702:21 N262WS alright one seven ah stay at twenty five hundred

1702:27 EST i need a call sign with a control instruction please two whiskey sierra verify one seven zero heading two thousand five hundred

1702:34 N262WS two six two whiskey sierra two five zero zero at one seven

1702:38 EST (unintelligible) two whiskey sierra sixth time now heading one seven zero

1702:46 N262WS heading is one seven zero whiskey sierra two six two whiskey sierra

1702:55 EST november two six two whiskey sierra your altitude indicates two thousand niner hundred and your restricted to two thousand five hundred

1703:02 N262WS i'll pulling back the power and going down to twenty five hundred

1703:05 EST november two whiskey sierra please use your call sign when you give me the altitude readback

1703:22 EST november two whiskey sierra i need your call sign when you readback the altitude verify maintain two thousand five hundred

1703:29 N262WS i'm at two thousand five hundred two six two whiskey sierra one seven zero

1703:33 EST thank you

1703:34 N262WS yes sir
1704
1705
1705:23 EST two six two whiskey sierra turn left heading one five zero

1705:27 N262WS heading one five zero two six two whiskey sierra one five zero
1706
(1707-1708)
1709
1709:16 EST november two whiskey sierra contact approach one one niner point seven five proceed on course

1709:24 EST and two six two whiskey sierra contact approach one one niner point seven five

1709:29 N262WS i can hear you talking but i can't understand you can you say it slower

1709:32 EST november two six two whiskey sierra proceed on course contact approach one one niner point seven five

1709:46 N262WS two six two whiskey sierra is proceeding on course we'll contact one one niner point seven five good day
1710
(1711-1739)
1740

End of Transcript



Federal Aviation Administration

Memorandum

Date: April 09, 2018
To: Aircraft Accident File 18-001-RSW
From: Southwest Florida International Airport Traffic Control Tower
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N262WS
Bonita Springs, FL, January 22, 2018

This transcription covers the Southwest Florida International Airport Traffic Control Tower (ATCT) SOU AP position for the time period from January 22, 2018, 1640 UTC, to January 22, 2018, 1843 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N262WS.



Kenneth C Millan
Support Specialist
Southwest Florida International ATCT

Agencies Making Transmissions	Abbreviations
Southwest Florida International ATCT	SOU
South Radar	
N262WS	N262WS
N779MR	N779MR
Southwest Florida International	LC
ATCTLocal Control	
Chopper Two	CHP2
ShadowTwo	SHAD2

1640
(1641-1709)
1710

1710:36 SOU other aircraft calling unanswered say again

1710:39 N262WS two six two whiskey sierra proceeding to x zero one

1710:44 SOU two six two whiskey sierra fort myers approach roger

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N262WS

altitude your discretion let me know what it will be

1710:49 N262WS altitude at my discretion to x zero one
1711

1711:20 SOU november two whiskey sierra are you landing at everglades

1711:24 N262WS landing at everglades two six two whiskey sierra

1711:26 SOU gotcha
1712
1713

1713:49 SOU november two whiskey sierra traffic twelve to one o'clock
six miles northeast bound altitude indicates two thousand
six hundred

1713:58 N262WS looking for traffic two six two whisk (unintelligible)
1714

1714:06 N262WS mayday mayday

1714:12 SOU aircraft calling mayday say again

1714:21 SOU november two whiskey sierra is that you calling mayday

1714:43 SOU november two whiskey sierra fort myers

1714:50 SOU november two whiskey sierra radar contact lost one zero
miles northeast of naples airport
1715

1715:29 SOU november niner mike romeo can i take you off course here
for a second to see ah if you can find a lost aircraft
for us ah we just lost radar on him

1715:30 N779MR yeah i heard just tell me what you want me to do

1715:38 SOU november niner mike romeo descend and maintain three
thousand five hundred turn right heading zero two zero

1715:44 N779MR zero two zero and three thousand five hundred niner mike
romeo

1716

1716:26 N779MR and ah how far on this course do you want me to start looking

1716:30 SOU ah about another four to five miles we lost radar on the aircraft last altitude indicated two thousand one hundred ah currently heading zero two eight for you from your present position five point four miles

1716:42 N779MR alright we'll head zero two eight ah you know it's sorta like farmland it looks like from here

1716:47 SOU okay he's an experimental aircraft um so i'm not sure ah what exactly your gonna be looking for

1716:54 N779MR well obviously i'll look for anything i can see just tell me when i get over the area

1716:59 SOU i'll let you know thanks
1717

1717:47 SOU november niner mike romeo the aircraft lost radar about two miles at your twelve o'clock ah now one point eight miles so you should be there momentarily

1717:56 N779MR yeah i'm looking i still don't see anything it's sorta just scrub brush out here no real communities in the middle of no where sorta of but i'll make some circles around here

1718:12 SOU november niner mike romeo that would be appreciated if you could monitor one two one point five

1718:16 N779MR alright let me go monitor that

1718:20 SOU november niner mike romeo your over the location right now

1718:23 N779MR okay i'm gonna go past it and just circle around i'm monitoring one two one point five and i don't hear anything on it

1718:33 SOU roger

1718:37 SOU november niner mike romeo your cleared to descend if you
are able to down to two thousand two hundred

1718:42 N779MR okay we'll go down a little lower go down to two thousand
two hundred
1719

1719:05 N779MR i don't see i'm gonna i guess i'm a little past it maybe
circle around back

1719:09 SOU november niner mike romeo affirmative continue right turn
around ah two four zero and ah your about two miles past
it now

1719:17 N779MR alright we'll go right to two four zero niner mike romeo

1719:29 N779MR i don't see any smoke or anything as of now

1719:31 SOU roger
1720

1720:09 SOU november niner mike romeo keep the turn coming around
heading two six zero

1720:12 N779MR alright we'll come to two six zero

1720:32 SOU november two whiskey sierra fort myers approach if you can
hear this transmission and ah we're not hearing you can
give us a call two three niner seven six eight one three
seven seven two three niner seven six eight thirteen
seventy seven

1720:56 SOU november niner mike romeo ah areas now twelve o'clock and
about a mile and a half

1721:00 N779MR yeah i'm looking i'm getting a good view here i absolutely
see nothing definitely no smoke or anything

1721:07 SOU okay that's good news

1721:13 N779MR i'm gonna make a few s turns

1721:15 SOU november niner mike romeo approved as requested you're on your own navigation and the m v a in that area is just two thousand two hundred

1721:21 N779MR we won't go below that we can stay up here i have a good view right here actually

1721:25 SOU perfect and ah yep you're almost on sight right now

1721:36 N779MR yeah there's nothing out here just a bunch of trees if it's a small plane i guess it could be hidden in the trees but there's no smoke or anything

1721:45 SOU yeah we didn't ask him any questions as far as whether it's a twin engine single engine experimental or anything like that um or a chopper um november niner mike romeo i appreciate it and ah if you could hover there and make one more pass that would be great and we can get you on course whenever you like we appreciate it alot

1722:02 N779MR alright let me make one more circling turn right around two thousand five hundred

1722:06 SOU thanks

1722:39 N779MR i have a real good view i assume it's off to my right side right here correct

1722:44 SOU ah yeah currently about your five o'clock

1722:48 SOU four to five o'clock niner mike romeo

1722:50 N779MR yeah there's a little golfing community right there but other than that it just looks like pretty much wilderness

1722:56 SOU and no indication of any downed trees or broken branches

or anything i know your a little high up for that

1723:02 N779MR yeah it would be tough i mean there's so many trees it's just like (unintelligible) forest but i mean i don't see anything and i certainly don't see any smoke or anything for sure

1723:09 SOU okay thanks we appreciate your help we can get you on course now niner mike romeo if you like

1723:13 N779MR alright well ah how about a left turn on course

1723:17 SOU november niner mike romeo turn for the climb turn right heading two seven zero and you can climb back up to your altitude ah six thousand five hundred

1723:24 N779MR that's it i'll go to two seven zero and start my climb niner mike romeo

1723:26 SOU thanks we really appreciate it

1723:58 SOU november two whiskey sierra if you hear this transmission you can come up on one one niner point seven five or one two one point five

1724:13 N779MR fort myers it's also negative on the one two one point five

1724:19 SOU november niner mike romeo thanks for checking
1725

1725:25 SOU and november niner mike romeo reaching four thousand five hundred you can turn on course thanks alot for your help

1725:30 N779MR not a problem i wish you could let me know what happens

1725:34 SOU yeah you can call that number too if your curious

1725:37 N779MR what number was that again

1725:39 SOU two three niner seven six eight one three seven seven and
ah we're still trying to work everything out now we're
gonna call everglades city that's where he was headed

1725:46 N779MR alright so seven eight one six three seven seven

1725:48 SOU two three niner seven six eight one three seven seven

1725:58 SOU niner mike romeo i'm not sure exactly what they are able
to tell you um depending what happens but it doesn't hurt
to call

1726:05 N779MR (unintelligible) just curious i mean i hope he's okay

1726:06 SOU yeah

1726:58 SOU november niner mike romeo contact approach one two five
point one five see ya

1727:03 N779MR twenty five fifteen have a good day
1728

1728:31 SOU you know about two whiskey sierra
1729
(1730-1738)

1739 LC south local

1739:36 LC south local

1739:37 SOU south

1739:38 LC a point out for you five miles southwest of the field
chopper two not sure how far southeast bound he's going
ah he say's he's responding to an alert three

1739:47 SOU oh right we had that two whiskey sierra southeast there
that possibly went down chopper two is point out approved

1739:55 LC thank you ta

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1739:56 SOU mb
1740

1740:26 LC hey monica

1740:27 SOU yep

1740:28 LC hey do you want to talk to chopper two

1740:30 SOU sure i'll talk to him

1740:31 LC alright no problem

1740:32 SOU thanks

1740:33 CHP2 do you still have us on flight following (unintelligible)
1741
1742
1743

1743:15 SOU chopper two it's really hard to understand what ah you're
saying alititude indicates seven hundred the aircraft
disappeared at about your twelve o'clock and four miles

1743:29 CHP2 what's his altitude

1743:30 SOU i don't know what altitude they disappeared last was one
thousand eight hundred about

1743:36 CHP2 okay yeah we can cancel flight following

1743:40 SOU chopper two radar service terminated squawk v f r
frequency change approved

1744
1745

1745:11 SOU chopper two approach

1746
(1747-1810)

1811

1811:31 SHAD2 and fort myers approach shadow two

1811:40 SOU calling approach say again

1811:44 SHAD2 yeah shadow two (unintelligible) possibly get coordinates
on the airplane coordinates

1811:51 SOU ah it's hard to understand ya i think it's chopper two
wanting coordinates

1811:56 SHAD2 that would be shadow two out of collier county

1811:58 SOU shadow two okay stand by
1812

1812:14 SOU shadow two did you want flight following

1812:19 SHAD2 negative

1812:22 SOU shadow two experimental ah lost radar contact at the
lat-longs of two six one niner two eight by zero eight
one three niner one five

1812:41 SHAD2 roger that keep me advised what type of aircraft

1812:45 SOU we just have experimental we didn't get any type or color
or anything

1812:52 SHAD2 roger that
1813
(1814-1842)
1843

End of Transcript



Federal Aviation Administration

Memorandum

Date: April 09, 2018

To: Aircraft Accident File 18-001-RSW

From: Southwest Florida International Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N262WS
Bonita Springs, FL, January 22, 2018

This transcription covers the Southwest Florida International Airport Traffic Control Tower (ATCT) LC LC position for the time period from January 22, 2018, 1645 UTC, to January 22, 2018, 1812 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N262WS.



Kenneth C Millan
Support Specialist
Southwest Florida International ATCT

Agencies Making Transmissions	Abbreviations
Southwest Florida International ATCT	EST
East Radar	
Southwest Florida International Local Control	LC
Chopper Two	CHP2
Southwest Florida International South Radar	SOU

1645
(1646-1714)
1715

1715:43 EST hey local east (unintelligible) make sure you have one
twenty one five up emergency frequency guard we gotta
lost aircraft down to the south there two whiskey sierra

1715:51 LC one twenty one five

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N262WS

1715:52 EST yeah (unintelligible) keyed up because we gotta radar contact lost down there

1715:55 LC alright no problem and ah can you take twenty forty sixty

1715:59 EST ah

1716:00 EST if you can just let me know and i'll (unintelligible) forty sixty

1716:03 EST i'm gonna say unable right now man

1716:05 LC alright man no problem t a
1717
(1718-1734)
1735

1735:37 CHP2 and fort myers tower chopper two

1735:42 LC chopper two fort myers tower

1735:44 CHP2 yes it's chopper two we are approximately eight miles to your west northwest at five hundred feet squawking zero four hundred like to enter the charlie for a transition through the airspace we need to go to that alert three that's gonna be about ah i think it's gonna be about five miles to your south southeast

1736:04 LC chopper two ah roger fort myers altimeter three zero zero eight and radar contact about eight miles to the west of r s w airport verify altitude

1736:15 CHP2 currently five hundred

1736:44 LC and ah chopper two traffic on a six mile final is a c r j seven at one thousand four hundred descending for the field

1736:53 CHP2 (unintelligible) chopper two has traffic ah updated information looks like we'll probably not gonna need to

enter the charlie will be just outside i believe

1737:02 LC chopper two roger no problem proceed on course maintain visual separation from the traffic

1737:08 CHP2 chopper two will do
1738

1738:02 LC chopper two ah is it an aircraft that you're responding to

1738:28 LC chopper two fort myers tower
1739

1739:36 LC south local

1739:37 SOU south

1739:38 LC a point out for you five miles southwest of the field
chopper two not sure how far southeast bound he's going
ah he say's he's responding to an alert three

1739:46 SOU oh right we had that two whiskey sierra southeast there
that that possibly went down chopper two is point out
approved

1739:54 LC thank you t a

1739:55 SOU m b
1740

1740:08 LC chopper two fort myers tower

1740:28 LC (unintelligible)

1740:56 LC chopper two fort myers tower are you up
1741

1741:14 LC chopper two fort myers tower

1741:18 CHP2 ah chopper two yes sir

1741:20 LC ah chopper two contact approach on one one niner point

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seven five

1741:27 CHP2 one one niner seven five
1742
(1743-1811)
1812

End of Transcript

SECTION 11.
Weather Products

Southwest Florida International ATCT

Weather Products 1/22/2018 UTC

METAR KAPF 221653Z 13010KT 10SM CLR 26/18 A3010 RMK AO2 SLP193 T02610178

SPECI KAPF 221753Z 13009KT 10SM FEW120 27/18 A3007 RMK AO2 SLP181 T02720178 10272
20172 58017

I certify the attached copy of the METARs originated from the APG-link to
archived weather is an accurate copy of the original.


Kenneth C Millan
Support Specialist
Southwest Florida International ATCT