

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE October 31, 2018		REPORT NO. 18-002-BED					
REPORT OF AIRCRAFT ACCIDENT		NAME OF REPORTING FACILITY Bedford ATCT (BED)							
1. AIRCRAFT IDENTIFICATION AND TYPE N2536T, COL4		2. DATE/TIME OF ACCIDENT (UTC) September 15, 2018; 1502 UTC		3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Woburn, MA					
4. NATURE OF ACCIDENT Aircraft crashed on 3 Mile Final to Runway 29 at Bedford Airport.		LATITUDE/LONGITUDE (OPTL) N42 45 40.0000 W071 18 24.0000		5. TYPE OF FLIGHT IFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN		
	Michael L. Graver	Pilot	Manhasset, NY			X			
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT	1	NUMBER UNINJURED	0	NUMBER INJURED	0	NUMBER FATALITIES	1
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE None						
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS SVC PCL RWY 29 PAPI OUT OF SERVICE									
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT BEDFORD METAR - 1456 UTC: wind calm, visibility two statute miles, mist, ceiling four hundred overcast, temperature two zero, dew point one eight, altimeter three zero two two								
	FIRST REPORT SUBSEQUENT TO ACCIDENT BEDFORD METAR - 1510 UTC: wind calm, visibility two statute miles, mist, ceiling six hundred overcast, temperature two zero, dew point one eight, altimeter three zero two two								
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS				
	Jesse McAlman *(JC)	BED ATCT	LC LC						
	Aylssa Smith (AS)	BED ATCT	LC LC						
	Danyell Fairburn (DL)	BED ATCT	CIC SC						
	Joel Shaver (JS)	BED ATCT	GC GC						
	Danyell Fairburn (DL)	BED ATCT	GC GC						
	Joel Shaver (JS)	BED ATCT	FD FD						
	Jesse McAlman (JC)	BED ATCT	CIC SC						
* OPERATING INITIALS									
13. SIGNATURE OF FACILITY MANAGER Miguel Rodriguez									

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

Electronic Version

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE <u>October 26, 2018</u>	REPORT NO <u>18-002-BED</u>
	NAME OF REPORTING FACILITY <u>Boston ARTCC (ZBW)</u>	
14 CHRONOLOGICAL SUMMARY OF FLIGHT September 15, 2018 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED ZBW had no services No More Follows		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 02, 2018	REPORT NO 18-002-BED
	NAME OF REPORTING FACILITY Republic ATCT (FRG)	
14 CHRONOLOGICAL SUMMARY OF FLIGHT September 15, 2018 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 1337 N2536T calls Clearance Delivery for his IFR clearance and was advised that no flight plan information was in the system. 1339 N2536T calls Clearance Delivery to advise that he refiled. 1342 N2536T calls Ground Control for taxi. He was taxied to Runway 14 and issued the current weather. He was advised that there was still no flight plan information in the system and says he will depart VFR and pick up his IFR in route. 1352 N2536T Calls Local Control ready to depart. 1353 N2536T was cleared to Line up and wait. 1354 N2536T was cleared for takeoff. No More Follows		

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 26, 2018	REPORT NO 18-002-BED
	NAME OF REPORTING FACILITY New York TRACON (N90)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
September 15, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1358 N2536T reports on New York TRACON (N90) Islip Area BEADS position (308) at 3,200 feet climbing to 9,500 feet enroute to Bedford Hanscom Airport (BED). 308 instructs N2536T to squawk 4365. N2536T acknowledges.

1400 N2536T asks if they can pick up their flight plan they had filed back at Farmingdale (FRG). 308 advises stand by and they will find the plan and get back to N2536T.

1403 308 instructs N2536T to switch to frequency 124.07, they are aware and will have their flight plan ready. N2536T acknowledges.

1404 N2536T reports on N90 Islip Area LOVES Position (306) at 8,700 feet climbing to 9,500 feet. 306 issues N2536T the local altimeter and instructs N2536T to climb to 9,000 feet and squawk 3361. N2536T acknowledges.

1405 306 issues N2536T their clearance to BED. N2536T reads back clearance.

1411 306 instructs N2536T to switch to frequency 123.95. N2536T acknowledges.

 No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 25, 2018	REPORT NO 18-002-BED
	NAME OF REPORTING FACILITY Yankee TRACON (Y90)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
September 15, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1412 N2536T contacted Y90 Bristol Radar (BR) on frequency 123.95 at 9000 feet. Y90 BR gave N2536T BDL altimeter 30.23, which was read back correctly.

1415 N2536T was cleared direct DREEM intersection.

1422 N2536T was issued frequency change to Y90 Worcester Radar (OR) sector 119.0 and read the frequency back correctly.

1423 N2536T checked on frequency 119.0 at 9000 feet. Y90 OR gave N2536T BDL altimeter 30.23, which was read back correctly.

1428 N2536T was issued heading 010 for sequence.

1429 N2536T was issued descent to 5000 feet and read the altitude back correctly.

1432 N2536T was issued heading 050.

1433 Position relief briefing on Worcester Radar, controller states N2536T is on a heading of 050 descending to 5000 feet.

1435 N2536T was issued heading 060.

1437 N2536T was cleared direct DREEM intersection.

1440 N2536T was issued frequency change to A90 124.4 and read the frequency back correctly.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 26, 2018	REPORT NO 18-002-BED
	NAME OF REPORTING FACILITY Boston Consolidated TRACON (A90)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
September 15, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1440 N2536T, a COL4, contacted the Boston Consolidated TRACON (A90) Bedford Sector (SB) reporting at 5000. SB instructed N2536T to depart DREEM on a 070 heading for vectors to the ILS Runway 29, and that the Bedford (BED) altimeter was 3022. N2536T responded say again about DREEM. SB instructed after DREEM fly a 070 heading for vectors to the ILS Runway 29. N2536T responded fly 070 after DREEM.

1446 SB instructed N2536T to descend and maintain 3000. N2536T acknowledged the instruction.

1447 SB instructed N2536T to fly heading 040 for vectors for sequence. N2536T acknowledged the instruction.

1450 SB instructed N2536T to turn right heading 090. N2536T acknowledged the instruction.

1452 SB instructed N2536T to fly heading 110. N2536T acknowledged the instruction.

1453 SB instructed N2536T to fly heading 130. N2536T acknowledged the instruction.

1454 SB instructed N2536T to descend and maintain 2000. N2536T acknowledged the instruction.

1457 SB instructed N2536T to turn right heading 210. N2536T acknowledged the instruction.

1459 SB instructed N2536T to turn right heading 220. N2536T acknowledged the instruction. SB instructed N2536T to turn right heading 270, 3 miles from JAYSE, maintain 1800 until established on the localizer, cleared ILS Runway 29 approach. N2536T responded maintain 1800 until established cleared ILS Runway 29.

1500 SB instructed N2536T to contact Bedford Tower on 118.5. N2536T acknowledged the instruction.

1501 SB contacted BED ATCT and issued a low altitude alert for N2536T. BED ATCT acknowledged.

1502 BED ATCT contacted SB and stated the N2536T was drifting south of course, was saying "oh shit" on the frequency and could they climb him

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 26, 2018	REPORT NO 18-002-BED
	NAME OF REPORTING FACILITY Boston Consolidated TRACON (A90)	
14 CHRONOLOGICAL SUMMARY OF FLIGHT to 2000 on runway heading. SB responded yes then said 3000. BED ATCT then stated that he was screaming on the frequency and they were trying to tell him 2000 feet and runway heading. 1503 SB asked BED ATCT if they knew what N2536T's heading was and they replied he was south and trying to correct. 1509 BED ATCT instructed SB to hold all arrivals due to emergency response. No More Follows		

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Federal Aviation Administration

Memorandum

Date: October 31, 2018

To: Bedford Air Traffic Control Tower
[REDACTED]

From: Tarah R. Park, Air Traffic Manager, Boston ARTCC

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, N2536T
Bedford, MA September 15, 2018

ZBW ARTCC conducted a review of services concerning N2536T was determined to have provided no services but does have air traffic data. As a facility with air traffic data I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 8020-6-1
SAR files
Adaptation Files
SATORI Files
Flight Plan Data

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N2536T

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 01, 2018	REPORT NO. 18-002-BED
	NAME OF REPORTING FACILITY Bedford ATCT (BED)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 15, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1447 N2536T calls Bedford Tower (BED) informs that they are coming from the west and they request the controllers ceilings. Local controller (LC) advises the last report from an arrival was lights in sight inside of 500 feet msl. LC recieves new information and gives an update of lights in sight at 400 feet msl. This is acknowledged with no call sign.

1450 LC announced information Z is now current.

1459 A90 controller turns N2536T right to a 220 degree heading to line up with the runway. N2536T acknowledged turn right heading 220.

1500 N2536T relays that they are two and a half miles from JAYSE. LC acknowledges and clears N2536T to land runway 29 advises the pilot that they are following a metroliner on about a mile and a half final. N2536T acknowledges clearance.

1501 LC broadcasts a Low Altitude Alert to N2536T. N2536T acknowledges.

1502 LC advises N2536T that it appears that they are also drifting north of the centerline. LC broadcasts another Low Altitude Alert to N2536T and queries whether the aircraft is still on the approach. N2536T responds no that he is pulling. GC requests a climb to 2000 runway heading from A90 for N2536T. No more conversation with the LC.

1503 LC instructs N2536T to climb to 2,000 feet on runway heading. No response from N2536T. LC tries to raise N2536T.

1504 LC advises A90 that they are unable to talk to N2536T and to stop arrivals.

Block 12. ATO Personnel Involved, Continued.
Brandon Brown (YG), BED ATCT, FD FD

No More Follows

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