

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				REPORT DATE October 18, 2017		REPORT NO. SIG-FCT-0014	
REPORT OF AIRCRAFT ACCIDENT				NAME OF REPORTING FACILITY Isla Grande FCT (SIG)			
1. AIRCRAFT IDENTIFICATION AND TYPE N9021X, C182		2. DATE/TIME OF ACCIDENT (UTC) October 2, 2017; 1448 UTC		3. LOCATION OF ACCIDENT (MAND) Miramar, PR, Isla Grande ARPT, south of Runway 9 approximately 500 feet from Taxiway Bravo 3. LATITUDE/LONGITUDE(OPTL)			
4. NATURE OF ACCIDENT Crashed reasons unknown				5. TYPE OF FLIGHT VFR			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKN
	Ivor W. Noel	Pilot	St. Thomas, VI			X	
	Geoffrey R. Fleming	Co-Pilot	St. Thomas, VI		X		
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT 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 ISLA GRANDE ARPT METAR - 1347 UTC: wind zero eight zero at six knots, visibility one zero statute miles, three thousand scattered eight thousand broken, temperature two nine, dew point two four, altimeter two nine nine seven						
	FIRST REPORT SUBSEQUENT TO ACCIDENT ISLA GRANDE ARPT SPECI - 1450 UTC: wind one two zero at one zero knots, visibility one zero statute miles, three thousand scattered eight thousand broken, temperature two nine, dew point two five, altimeter two nine nine eight						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS			
	Demond Anthony Phelps *(DP)	SIG FCT	LC			X	
	Carlos M. Barreto (CB)	SIG FCT	GC			X	
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Demond Anthony Phelps							

FAA Form 8020-6 (12-14) Supersedes Previous Edition

Electronic Version

SIG-FCT-0014
N9021X



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT OF AIRCRAFT ACCIDENT

(Continuation Sheet)

DATE

October 18, 2017

REPORT NO.

SIG-FCT-0014

NAME OF REPORTING FACILITY

ISLA GRANDE FCT (SIG)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 2, 2017

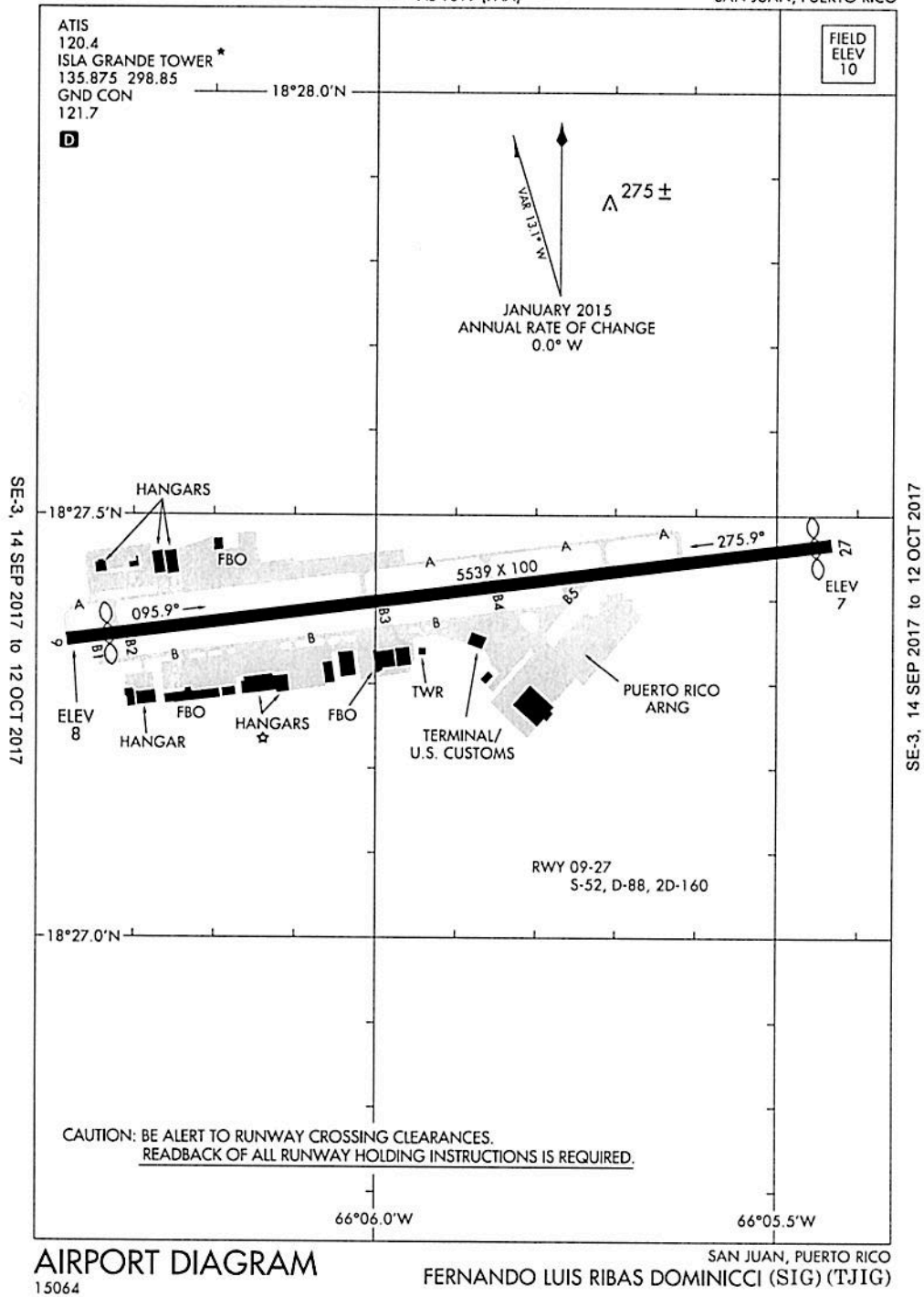
ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0000 Note: The voice recorders were inoperative at the time of this aircraft accident due to damage caused by Hurricane Maria. The UTC time in this chronology are estimated.
- 1438 N9021X contacted Local Control (LC) approximately 8 miles northeast inbound for landing. LC instructed N9021X to enter left downwind for Runway 9. N9021X acknowledged.
- 1441 N9021X reported to LC on downwind north of the Tower. LC instructed N9021X to follow two Black Hawk helicopters approaching the west shore. N9021X acknowledged.
- 1443 N9021X called LC and requested the position of traffic to follow. LC advised N9021X the two Black Hawk helicopters were on three mile final. N9021X advised LC the helicopters were in sight and LC cleared N9021X to land.
- 1446 N9021X asked LC for landing clearance. LC advised N9021X the helicopters would exit at Taxiway Bravo 4 and cleared N9021X to land. N9021X acknowledged.
- 1448 N9021X crashed south of Runway 9 approximately 500 feet from Taxiway Bravo 3. Ground Control (GC) notified Isla Grande Fire Rescue of Alert III.

No More Follows

15064

AIRPORT DIAGRAM

FERNANDO LUIS RIBAS DOMINICCI (SIG) (TJIG)
AL-1019 (FAA) SAN JUAN, PUERTO RICO

This diagram is not to scale

SIG-FCT-0014
N9021X



Memorandum

Date: October 18, 2017
To: Accident File: SIG-FCT-0014
[REDACTED]
From: Demond Anthony Phelps, Manager, Isla Grande Federal Contract Tower (SIG)
Subject: **INFORMATION:** Transcription of Voice Recorders
Aircraft Accident: N9021X
Miramar, PR, October 2, 2017

On September 20, 2017, Hurricane Maria made landfall on the Island of Puerto Rico. This catastrophic event caused widespread destruction throughout the Island and severely impacted the capability for SIG FCT to provide air traffic services.

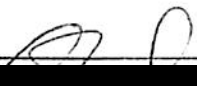
The voice recorders and other operational and support equipment were damaged by the storm and the voice recorders remain inoperable. The sponsor has initiated action for repair or replacement but a return-to-service date has not been determined.

Voice recordings for this aircraft accident do not exist. All times provided are estimated UTC.

SIG-FCT-0014
N9021X

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Isla Grande FCT	2. Report Number:
		3. Aircraft Identification and Type: N9021X, C162	10/4/17
4. Location of Occurrence: Isla Grande, PR		5. Date/Time of Occurrence (UTC): October 2, 2017/1448Z	
6. Name (Operating Initials): Demond A. Phelps/DP	7. Title: Air Traffic Manager	8. Position and Time (UTC): LC; 1100-1500	
9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
10. Text of Statement: ☒ ORIGINAL ☐ SUPPLEMENTAL N9021X was inbound from the east over San Juan Tower, I gave N9021X the estimated wind and altimeter and instructed N9021X to enter the left down^{down} wind of runway 09 and report the condado plaza. N9021X reported Condado plaza, I then told N9021X he will be number four following two black hawks approaching the west shore. N9021X reported looking for the traffic. North of the tower N9021X asked where his traffic was, I gave him the traffic on a 3 mile final for runway 09 and N9021X reported the traffic in sight, ^{and was cleared to land.} On short final N9021X asked if he was cleared to land, I told him the helicopters will be exiting the runway down Bravo 4 and he was cleared to land. I observed N9021X still air borne pass Bravo 2 intersection and he touched down about 500 feet from Bravo 3 intersection and then bounced up and flipped over into the grass area. I immediately told the ground controller to call rescue, we had an Alert 3 and instructed all aircraft to remain at 1000 ft until the situation was assessed.			
11. Signature of Witness: [Signature]		12. Date of Signature: 10/04/17	

FAA Form 8020-26, Personnel Statement

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Isla Grande FCT	2. Report Number:
		3. Aircraft Identification and Type: N9021X, C182	
4. Location of Occurrence: Isla Grande, PR		5. Date/Time of Occurrence (UTC): October 2, 2017/1448Z	
6. Name (Operating Initials): Carlos Barreto/CB	7. Title: Air Traffic Controller	8. Position and Time (UTC): GC/1100-1507	
9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
10. Text of Statement:		☒ ORIGINAL ☐ SUPPLEMENTAL	
I was busy on ground control position, the only I noticed was when the local controller gave N9021X was given sequence to follow a flight of two H60's on final, N9021X was established on the left downwind. The next I noticed the C182 touch down bounced and flip upside down on the south end mid field.			
11. Signature: 		12. Date of Signature: 5 Oct 2017	

ISLA GRANDE Federal Contract Tower, SIG FCT

Weather Products, October 2, 2017

METAR SIG – 021347 08006KT 10SM SCT030 BKN080 29/24 2997

SPECI SIG – 021450 12010KT 10SM SCT030 BKN080 29/25 2998

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



Demond Anthony Phelps
Air Traffic Manager
SIG FCT