

Copy

Aircraft Accident Package

19-001-ZTL

N6075Q, MO20

March 14, 2019, 2215 UTC

Destroy: March 14, 2024 UTC



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

March 20, 2019

REPORT NO

19-001-ZTL

NAME OF REPORTING FACILITY

Knoxville ATCT (TYS)

14 CHRONOLOGICAL SUMMARY OF FLIGHT
March 14, 2019

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2123 N6075Q contacted TYS Radar West (RW), reported airborne from Knoxville Downtown Island Airport (KDKX) and requested IFR clearance. RW advised N6075Q to squawk 5237.
- 2124 RW radar identified N6075Q one mile southwest of DKX, requested the pilot to verify leaving 2,200' and issued the Knoxville (TYS) altimeter setting. N6075Q read back the altimeter setting and confirmed the altitude. RW cleared N6075Q to Aiken, SC (AIK) airport as filed, climb and maintain 9,000'. N6075Q read back cleared out of 2,500' for 9,000'. N6075Q was instructed to contact TYS Radar East (RE) on 118.0.
- 2125 N6075Q contacted RE and reported leaving 3,000' for 9,000'.
- 2138 N6075Q requested a radio check from RE.
- 2143 RE instructed N6075Q to contact Atlanta ARTCC (ZTL) on 134.8.
- 2219 ZTL advised RW they had lost radar and radio contact with N6075Q and requested RW to monitor 134.8 for calls, position reports for search and rescue or mayday calls.
- 2220 RW called N6075Q and received no reply.
- 2224 RW called N6075Q and received no reply.
- 2225 RW called N6075Q and broadcast for N6075Q to contact ZTL on 134.8.
- 2232 RW called N6075Q and received no response.

No More Follows



DEPARTMENT OF TRANSPORTATION
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(Continuation Sheet)

REPORT DATE

April 02, 2019

REPORT NO

19-001-ZTL

NAME OF REPORTING FACILITY

Atlanta ARTCC (ZTL)

14 CHRONOLOGICAL SUMMARY OF FLIGHT
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- 2143 N6075Q checked on the ZTL Logen Sector (R49) frequency at 9,000 feet. R49 acknowledged N6075Q and issued the Knoxville (TYS) altimeter two times.
- 2158 R49 asked N6075Q his status.
- 2159 N6075Q responded to R49. R49 acknowledged.
- 2200 R49 cleared N6075Q direct Aiken, South Carolina (AIK). N6075Q acknowledged the clearance.
- 2202 R49 asked N6075Q about his on course heading. R6075Q stated having equipment issues. R49 acknowledged and asked for confirmation on what equipment was the issue. N6075Q stated the Attitude Indicator was out of service. R49 acknowledged.
- 2205 R49 asked N6075Q for an updated status report. N6075Q reported Instrument Meteorological Conditions (IMC). R49 asked N6075Q if he needed to change altitude. N6075Q confirmed and requested a lower altitude. R49 descended N6075Q to 7,200 feet. N6075Q acknowledged. ZTL Logen Sector Associate (D49) called the ZTL Weather Unit (CWU) and asked for weather assistance. CWU responded.
- 2208 R49 asked N6075Q his status. N6075Q replied but was unreadable. R49 called N6075Q multiple times.
- 2209 N6075Q answered R49.
- 2210 R49 briefed the ZTL Commerce Sector (R18). R18 acknowledged. R18 called N6075Q and the aircraft acknowledged. N6075Q stated still IMC and discussed situation with R18.
- 2211 R18 asked N6075Q for flight conditions and the aircraft replied IMC.
- 2212 R18 provided navigation and flight assistance to N6075Q. N6075Q acknowledged.
- 2213 R49 provided guidance to N6075Q. N6075Q acknowledged.
- 2214 R18 advised N6075Q of altitude minimums. N6075Q acknowledged and responded would attempt to climb. R18 acknowledged.

FAA Form 8020-6-1

19-001-ZTL

N6075Q

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NAME OF REPORTING FACILITY

Atlanta ARTCC (ZTL)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

- 2215 R18 advised N6075Q of loss of radar contact.
- 2216 R18 called Ashville Air Traffic Control Tower (AVL) and asked them to monitor the frequency. AVL acknowledged.
- 2217 R18 called Greer Air Traffic Control Tower (GSP) and asked them to monitor the frequency. GSP acknowledged.
- 2218 R49 called N6075Q on guard.
- 2219 R18 called TYS and asked them to monitor the frequency. TYS acknowledged.
- 2226 R49 asked SKW4132 to look for N6075Q. SKW4132 responded above the clouds.
- 2228 R49 asked LBQ782 if he would help look for N6075Q. LBQ782 acknowledged.
- 2242 R49 asked LBQ782 to assist with the search for N6075Q.
- 2243 LBQ782 agreed to search for N6075Q. R49 cleared LBQ782 to 7,200 feet and issued a heading. LBQ782 acknowledged. R49 advised LBQ782 of last known position of N6075Q.
- 2244 LBQ782 acknowledged.
- 2245 R49 issued LBQ782 a heading. LBQ782 acknowledged and advised R49 IMC. R49 acknowledged.
- 2246 R49 asked LBQ782 if still IMC. LBQ782 confirmed. R49 cleared LBQ782 on course and climbed LBQ782 to 9,000 feet. LBQ782 acknowledged.

No More Follows



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Greer ATCT (GSP)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

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2217 ZTL Sector 18 - Atlanta Center Commerce Sector requested from Greer Approach to have Greer Tower monitor frequency 134.8 for an emergency aircraft, N6075Q (Mooney), that Atlanta Center had lost both radar and radio communications with. Greer Approach acknowledges the information and advises they will call back if they hear anything.

No More Follows

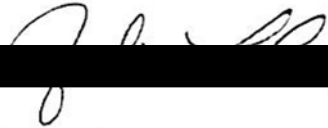
SECTION 9.
Weather Products

19-001-ZTL
N6075Q

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Atlanta ARTCC

I certify the attached copy of weather documents originated from the Atlanta Center Weather Service Unit on March 14, 2019 and is an accurate copy of the original.



Julie Lueder
Quality Assurance Program Specialist, Atlanta ARTCC

K1A5 142240Z AUTO 00000KT 10SM BKN025 BKN031 OVC037 16/15 A3010 RMK AO2
T01550145
K1A5 142220Z AUTO 00000KT 10SM SCT023 BKN029 OVC040 15/14 A3011 RMK AO2
T01530143
K1A5 142200Z AUTO 07003KT 10SM SCT024 SCT029 OVC035 16/15 A3011 RMK AO2
T01550145
K1A5 142140Z AUTO 08005KT 10SM SCT028 OVC035 15/14 A3010 RMK AO2 T01520143
K1A5 142120Z AUTO 11004KT 10SM SCT020 SCT029 OVC036 16/15 A3011 RMK AO2
T01580145
K1A5 142100Z AUTO 00000KT 10SM BKN020 BKN024 OVC033 16/14 A3011 RMK AO2
T01550143
K1A5 142040Z AUTO 20005KT 10SM SCT012 OVC016 15/14 A3012 RMK AO2 T01500140
K1A5 142020Z AUTO 22004KT 7SM OVC016 15/14 A3011 RMK AO2 T01490140
K1A5 142000Z AUTO 17005KT 7SM OVC014 15/14 A3011 RMK AO2 T01460138

AIRMETS

WAUS42 KPCI 142045

MIAT WA 142045

AIRMET TANGO UPDT 3 FOR TURB AND LLWS VALID UNTIL 150300

AIRMET TURB...NC SC GA FL AND CSTL WTRS

FROM 100E ORF TO 40ESE ECG TO 20SSE CAE TO 30NE PZD TO 60SSW TLH
TO 60SE SJI TO 40W CEW TO 50SW PZD TO GQO TO HNV TO 20NE ECG TO
100E ORF

MOD TURB BLW 120. CONDS CONTG BYD 03Z THRU 09Z.

LLWS POTENTIAL...NC SC GA ME NH VT MA RI CT NY LO NJ PA OH LE WV
MD DC DE VA AND CSTL WTRS

BOUNDED BY 60W PQI-20ESE MLT-40SSE BOS-20ENE ORF-40W ECG-30SSW
CSN-20NNE GSO-30NW IRQ-50SSW GQO-GQO-HNV-HNN-CVG-FWA-20E DXO-MSS-

YSC-60W PQI

LLWS EXP. CONDS CONTG BYD 03Z THRU 09Z.

AREA 1...TURB NC SC GA ME NH VT MA RI CT NY LO NJ PA OH LE WV MD
DC DE VA AND CSTL WTRS

BOUNDED BY 70NW PQI-20NE PQI-60SE ACK-180S ACK-160SE SIE-20NE
ECG-30N LGC-GQO-HNV-HNN-CVG-FWA-DXO-MSS-YSC-70NW PQI

MOD TURB BTN FL180 AND FL410. CONDS CONTG THRU 09Z.

PIREPS W/IN 200mi of KGSP

ARP UAL2114 3539N 08027W 2032 F320 M38 282/067 TB LGT SK IN CLOUDS IC NONE RM B738 OV
GSO229033 LGT TURB MOD CHOP 260-34

AVL UA /OV AVL350005/TM 2033/FL044/TP C25B/SK BASES 044

AVL UA /OV AVL170006/TM 2044/FL041/TP C560/SK BASES 041

AHN UA /OV AHN345012/TM 2048/FL040/TP C25B/SK OVC042

AVL UA /OV AVL350003/TM 2102/FL042/TP A320/RM BASES /042

CLT UA /OV CLT180001/TM 2103/FL062/TP A321/SK SCT050/TB LT CHOP BELOW 050/ SMOOTH
ABOVE

ATL UA /OV ATL/TM 2108/FLUNKN/TP UNKN/SK BKN035/RM DURD FNA RY9R ATL AC TYPE CRJ COR

ATL UA /OV ATL /TM 2108 /FLUNKN /TP UNKN /SK BKN035 /RM DURD FNA RY9R ATL AC TYPE CRJ
COR

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ATL UA /OV ATL /TM 2108 /FLUNKN /TP UNKN /SK BKN035 /RM DURD FNA RY9R ATL AC TYPE CRJ
COR

AHN UA /OV AHN035/015/TM 2109/FL90/TP AEST/SK OVC080/RM HIGH THIN CIRRUS ABV

GSP UA /OV GSP360010/TM 2119/FL049/TP CRJ7/SK B049

CAE UA /OV CAE/TM 2200/FL070/TP SR22/WX FV20SM/TA 13/TB LGT

CLT UA /OV CLT/TM 2231/FL034/TP CRJ9/TB SMOOTH RIDE

ATL UA /OV ATL/TM 2300/FL060/TP C56X/WV 250/66

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N6075Q