

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 28, 2019	REPORT NO 19-001-APF-FCT
NAME OF REPORTING FACILITY Key West FCT (EYW)		
14 CHRONOLOGICAL SUMMARY OF FLIGHT May 11, 2019 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 1828 N7650Y contacted Ground Control and requested taxi for departure to Naples, Florida. GC issued taxi instructions to N7650Y to taxi to Runway 9. N7650Y acknowledged. 1842 N7650Y called Local Control (LC) for departure Runway 9. 1845 LC Cleared N7650Y For Takeoff. N7650Y acknowledged. 1846 LC instructed N7650Y to contact departure control. N7650Y acknowledged. No More Follows		

FAA Form 8020-8-1
19-001-APF-FCT
N7650Y

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 23, 2019	REPORT NO 19-001-RSW
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
May 11, 2019

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1849 Navy Key West Approach (NQX) called the Miami ARTCC Marathon sector (R5). R5 answered the line with go ahead. NQX requested direct Naples (APF) for N7650Y. R5 approved the request.

1853 N7650Y contacted R5 checking in at 5000 feet. R5 acknowledged the report and assigned N7650Y the Key West Altimeter 2997. N7650Y acknowledged the Altimeter setting.

1906 R5 assigned N7650Y to descend and maintain 4000 feet. N7650Y acknowledged the clearance.

1911 R5 instructed N7650Y to contact Fort Myers Approach (RSW) on frequency 124.12. N7650Y acknowledged the clearance.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 30, 2019	REPORT NO. 19-001-RSW
	NAME OF REPORTING FACILITY Southwest Florida International ATCT (RSW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 11, 2019

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1913 N7650Y contacted Fort Myers Approach Control (RSW) South Position (SOU) at 4,000 with Information Tango. SOU acknowledged and told N7650Y to expect RNAV 23 Approach. N7650Y acknowledged.

1915 SOU instructed N7650Y to turn right heading 030 when able proceed direct UGYOW.

1916 N7650Y read back instructions and told SOU he was direct UGYOW.

1918 N7650Y contacted SOU and reported he had Naples (APF) Airport in sight. SOU instructed N7650Y to fly heading one niner zero vectors, sequence number three. N650Y acknowledged. SOU told N7650Y he was going to put him on the downwind to follow a Citation and it was about 40 miles northeast of him indicating 230 KTS. N7650Y asked SOU to confirm if he wanted him to go one niner zero and SOU instructed him to fly zero one zero. N7650Y responded that sounds a lot better

1921 N7650Y reported to SOU that they had APF in sight and requested lower or maybe the visual. SOU instructed N7650Y to expect that and that he had him on that vector sequence and looked like he was number three.

1922 N7650Y acknowledged SOU. SOU instructed N7650Y to turn right heading zero five zero downwind. N7650Y acknowledged.

1923 SOU instructed N7650Y to descend and maintain 3100. N7650Y acknowledged. SOU instructed N7650Y to descend and maintain 2000 and that it looked like his base would be turning about 6 miles and following a Cessna Citation currently for about one mile straight. N7650Y acknowledged and read back he was following a Cessna and down to 2000.

1925 SOU instructed N7650Y to turn left heading three four zero. N7650Y read back three four zero. SOU instructed N7650Y to continue left turning three three zero and the traffic he would be following was a Cessna Citation 12 o'clock 6 miles leaving 1700 on a visual approach Runway 23.

1926 N7650Y responded they would be looking at Citation out three three zero. SOU told N7650Y the traffic he was following is at 10 o'clock four and a half miles Citation leaving 1600 on the straight in RNAV Runway 23.

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	NAME OF REPORTING FACILITY Southwest Florida International ATCT (RSW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1927 N7650Y responded that he had the traffic. SOU stated roger follow that traffic to the airport cleared visual approach Runway 23 contact Naples Tower. N7650Y read back clear the visual 23 follow the traffic clear the visual approach.

1931 SOU told N7650Y radar contact lost.

1933 SOU tried to raise N7650Y with no response. Naples (APF) Tower contacted SOU and he acknowledged. APF told SOU that they were still trying to figure out what happened with N7650Y and that they had another aircraft looking for N7650Y.

1934 APF asked SOU if he had a good radar hit on N7650Y. SOU replied to APF he did not have a radar hit on him, that what he had was where the old track was and that N7650Y should be north of that. APF asked SOU if he knew where SOU lost the radar track. SOU responded probably about seven miles when he was making the turn to the left, that's where he dropped off pretty much right on final approach course. APF asked SOU if he saw the 900 hundred footer and did he think it was northeast of them. SOU responded it was probably further east of that by maybe a mile or two and APF acknowledged. SOU told APF to have the other aircraft to go a mile or two east and then northbound. APF acknowledged and said he would let SOU know the outcome. SOU acknowledged,

1939 APF contacted SOU and said the last word they had was that the Fire Department was enroute to a possible crash site. SOU acknowledged.

1940 APF told SOU that the Fire Department had been dispatched and that someone called in that a plane was down but did not know where it was located and did SOU know where N7650Y had departed from. SOU responded that he did not know but might be able to look it up and he would call APF back. APF responded that he already tried and could not find anything in the system. SOU acknowledged and told APF he would call him right back.

1946 SOU provided Position Relief Briefing and provided the weather and information pertaining to N7650Y and that he had gone off course and pointed out the last known position of aircraft.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 20, 2019	REPORT NO. 19-001-APF-FCT
	NAME OF REPORTING FACILITY Naples FCT (APF)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 11, 2019

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1927 N7650Y contacted Local Control (LC) inbound on a visual approach to Runway 23.

1928 N7650Y advised Local Control (LC) that he was 5.5 miles on final and that he could get another aircraft out in front of him.

1929 Local Control (LC) advised N7650Y that he was turning off of approach. Fort Myers (RSW) Approach Control contacted LC via Direct Shout Line on aircraft status. LC advised was finding out.

1930 Local Control (LC) asked N968SA if he had N7650Y in sight and to attempt radio contact. Pilot did not have a visual nor TCAS indication and could not raise N7650Y on the radio.

1931 Local Control (LC) requested N968SA to maneuver and attempt to locate N7650Y in the vicinity of last known location.

1936 N968SA advised he was circling directly over Golden Gate City, a community 4.5 NE of APF. He could not see any signs of the aircraft.

1938 LC advised N968SA that the fire department was enroute to a possible crash site and was then given the wind and a clearance to land Runway 23.

No More Follows

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N7650Y