

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE November 18, 2019	REPORT NO. 19-002-RDU					
REPORT OF AIRCRAFT ACCIDENT		NAME OF REPORTING FACILITY Raleigh ATCT (RDU)						
1. AIRCRAFT IDENTIFICATION AND TYPE N534Z, PA32	2. DATE/TIME OF ACCIDENT (UTC) October 20, 2019; 2322 UTC	3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Morrisville, NC						
4. NATURE OF ACCIDENT N534Z cleared on a visual approach for Runway 32; crashed 1 1/2nm from the approach end Runway 32 in Umstead Park, Raleigh, NC		LATITUDE/LONGITUDE (OPL) N35 52 48.6900 W078 47 16.9000						
		5. TYPE OF FLIGHT IFR Flight Plan						
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN	
	Harvey Partridge	Unknown	Terra Ceia, FL			X		
7. PASSENGER DATA	NUMBER ABOARD AIRCRAFT	1	NUMBER UNINJURED	unk	NUMBER INJURED	unk	NUMBER FATALITIES	1
8. AIRCRAFT DAMAGE Unknown				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 RALEIGH/DURHAM METAR - 2251 UTC: wind variable at six, visibility one zero statute miles, ceiling one thousand broken, one thousand four hundred overcast, temperature one six, dew point one four, altimeter two nine eight six							
	FIRST REPORT SUBSEQUENT TO ACCIDENT RALEIGH/DURHAM METAR - 2356 UTC: wind zero two zero at nine gusts one four, visibility one zero statute miles, ceiling one thousand four hundred overcast, temperature one six, dew point one four, altimeter two nine nine zero							
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS				
	Robert William Lester *(IE)	RDU ATCT	N DR					
	Daniel B Brennen (BD)	RDU ATCT	T LC					
*OPERATING INITIALS								
13. SIGNATURE OF FACILITY MANAGER Ann Leaf								

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

Electronic Version

19-002-RDU

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N534Z

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 31, 2019	REPORT NO. 19-002-RDU
	NAME OF REPORTING FACILITY Columbus (GA) ATCT (CSG)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 20, 2019

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1956 N534Z called the CSG Local Control/Ground Control combined position (LC) for clearance to the Raleigh Durham Airport (RDU). LC issued the clearance to N534Z.

1957 N534Z read back the clearance. LC issued taxi instructions to N534Z. N534Z and LC discussed the current ATIS.

1958 N534Z reported having the current ATIS. LC issued taxi instruction. N534Z acknowledged.

1959 N534Z requested pattern work prior to proceeding on course to RDU to check the fuel issue from a prior flight.

2000 LC approved the pattern work request for N534Z.

2002 LC performed a position relief briefing and included the information regarding N534Z.

2003 LC issued a departure clearance to N534Z. N534Z confirmed the approval for pattern work prior to on course. LC confirmed the pattern work and N534Z acknowledged the departure clearance.

2004 N534Z requested the traffic pattern altitude from LC. LC provided the altitude.

2006 LC issued the winds to N534Z and cleared the aircraft for the option. N534Z acknowledged.

2008 LC issued instructions for additional pattern work to N534Z. N534Z acknowledged.

2009 N534Z stated going on course to RDU. LC confirmed the aircraft was ready to proceed on course and coordinated with Atlanta Tracon (A80). LC cleared N534Z on a heading of 060 degrees and a climb to 4,000 feet. N534Z acknowledged.

2010 LC switched N534Z to the A80 frequency. N534Z acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 22, 2019	REPORT NO. 19-002-RDU
	NAME OF REPORTING FACILITY Atlanta TRACON (A80)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 20, 2019

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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2009 Columbus Air Traffic Control Tower (CSG ATCT) called A80 Columbus Sector (Z) requesting IFR release for N534Z. Z approved a release with the instructions to fly heading 060 degrees and climb and maintain 4,000 feet.

2011 N534Z contacted A80 Z Sector stating he had an IFR Flight Plan to Raleigh-Durham (KRDU). Z instructed N534Z to ident, then advised radar contact. Z instructed N534Z to turn 10 degrees left to remain clear of Restricted Area R3002 and climb and maintain 7,000 feet. N534Z acknowledged.

2021 Z Sector instructed N534Z to maintain 7,000 feet. N534Z acknowledged.

2022 Z instructed N534Z to contact A80 Macon Sector (M) on frequency 124.2. N534Z acknowledged.

2023 N534Z contacted A80 M sector. M issued N534Z the Macon altimeter setting.

2053 M instructed N534Z to contact Augusta Approach (AGS) on frequency 126.8. N534Z acknowledged.

No More Follows



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FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

November 18, 2019

REPORT NO.

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NAME OF REPORTING FACILITY

Augusta ATCT (AGS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 20, 2019

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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2054 N534Z checks on the Radar East (RE) frequency level at 7000'. RE issues the Augusta altimeter. N543Z acknowledges.

2120 RE switches N534Z to Columbia (CAE) ATCT approach control frequency. N534Z acknowledges.

No More Follows



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FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

November 13, 2019

REPORT NO.

19-002-RDU

NAME OF REPORTING FACILITY

Columbia ATCT (CAE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 20, 2019

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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2120 N534Z checked on with Columbia Approach (CAE) at 7000'. CAE issued the altimeter. N534Z acknowledged the altimeter.

2139 CAE instructed N534Z to contact Shaw Approach 125.4. N534Z acknowledged the frequency change.

No More Follows



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FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

October 28, 2019

REPORT NO.

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NAME OF REPORTING FACILITY

Florence ATCT (FLO)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 20, 2019

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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- 2153 N534Z checked in with FLO Radar South (RS) position at 7000 feet. RS position issued FLO altimeter 29.87. N534Z read back the altimeter correctly. N534Z asked RS position whom he was talking to. RS position told N534Z that he was talking to Florence Approach. N534Z asked RS position to give him the phonetics on that. RS position told N534Z foxtrot lima oscar. N534Z acknowledged.
- 2205 RS position told N534Z to contact Fayetteville Approach (FAY) 127.8. N534Z asked RS position to repeat the information. RS position told N534Z to contact FAY 127.8. N534Z acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 18, 2019	REPORT NO. 19-002-RDU
	NAME OF REPORTING FACILITY Raleigh ATCT (RDU)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 20, 2019

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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2225 N534Z (PA32) checks in with Raleigh-Durham Approach Control (RDU) North Departure Radar (NDR) at 5,000 feet. NDR advises N534Z RDU altimeter 29.84, ATIS Mike is current and to expect the RNAV GPS Runway 32 approach. N534Z advises NDR they have Mike and was set up for the RNAV Runway 05R. Is it possible?

2226 NDR advises N534Z due to multiple jets inbound and down to a single runway, it would be helpful he could accept Runway 32. If not, they will try to work him in there. N534Z advises NDR they will set up for RNAV Runway 32.

2227 NDR clears N534Z direct CONCA, advises it is the intial approach fix on the RNAV Runway 32. N534Z advises he is setting it up and does not have the information.

2228 NDR asks N534Z whether he has the approach plates for Runway 32. N534Z answers affirmative and direct CONCA.

2239 NDR clears N534Z for the RNAV GPS Runway 32. N534Z acknowledges. NDR provide winds 320 at 06 knots. N534Z asks NDR to clarify the minimum altitude over NOSIC is 3,400 feet. NDR clarifies 4,000 feet until CONCA then start your descent. N534Z acknowledges.

2250 NDR advises N534Z contact Raleigh Tower on frequency 127.45. N534Z acknowledges. N534Z checks in with Local Control East (LCE); advises he is on the 32 approach. LCE clears N534Z to land advising N534Z of traffic departing prior to his arrival. N534Z acknowledges.

2251 N534Z starts a left turn.

2252 N534Z advises LCE he needs to climb; the GPS approach just shut off. LCE instructs N534Z to maintain 3,000 feet. N534Z asks LCE to confirm his current heading of 236. LCE confirms it appears a 230 heading and to maintain 3,000 feet. N534Z acknowledges. LCE asks N534Z if he is currently in IMC. N534Z does not acknowledge.

2253 LCE asks N534Z if he's IMC. N534Z responds affirmative and advises he is trying to climb over it. LCE advises N534Z of the antenna 12 o'clock, 6 miles. The MVA is 3,000 feet. Maintain 3,000 feet and will get you resequenced. N534Z acknowledges. Ground Control East (GCE) advises NDR N534Z is coming back to NDR frequency at 3,000 feet. He lost his GPS. NDR acknowledges.

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N534Z

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 18, 2019	REPORT NO. 19-002-RDU
	NAME OF REPORTING FACILITY Raleigh ATCT (RDU)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2254 LCE advises N534Z contact Raleigh Approach on frequency 125.3 and fly heading 140. N534Z advises he is having trouble with his heading. LCE asks N534Z what he is showing as his current heading. N534Z does not acknowledge. LCE asks N534Z if he's still up approach or tower; N534Z advises he is still on tower. LCE asks for N534Z's current heading. N534Z replies 101 heading. LCE confirms N534Z heading appears to be 100 heading and asks if N534Z can fly 140. N534Z acknowledges heading but advises he wants to get above IMC. LCE climbs N534Z to 4,000 feet. N534Z acknowledges 4,000 feet and 140 heading.

2255 Tower Controller in Charge (CIC) coordinates with NDR; N534Z will be on a 140 heading, climbing to 4,000 feet to maintain IFR. NDR acknowledges. LCE advises N534Z contact Raleigh Approach on frequency 125.3. N534Z acknowledges.

2256 N534Z explains to NDR it appears the auto pilot shut off. NDR asks if N534Z is direct NOSIC. N534Z replies let me figure out what's going on here. NDR advises N534Z fly heading 050 to get settled and set up to bring him back to the field. N534Z acknowledges.

2257 NDR advises N534Z his altitude 400 feet high, when able, maintain 4,000 feet. N534Z acknowledges.

2259 NDR advises N534Z it appears he is flying northbound and 500 feet high. NDR instructs N534Z turn right heading 050. N534Z acknowledges. NDR instructs N534Z to maintain 4,400 feet if able. N534Z acknowledges. N534Z inquires about previous issued heading. NDR confirms heading 050.

2301 NDR advises N534Z to expect SINNO for the full approach. N534Z advises he needs to put the approach back in.

2303 N534Z asks for the phonetics of SINNO. NDR accommodates and instructs N534Z when able proceed direct SINNO.

2305 NDR asks N534Z if he has SINNO in yet and if he wants him to turn him towards the fix. N534Z advises he has SINNO and turning towards it. NDR instructs N534Z to maintain 4,000 feet. N534Z acknowledges.

2306 NDR advises N534Z SINNO is off the right side and he missed it. Fly heading 230, look up NOSIC. Expect to fly straight over NOSIC. N534Z acknowledges.

2307 NDR instructs N534Z turn left heading 190 maintain 4,000 feet.

2308 N534Z acknowledges.

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 18, 2019	REPORT NO. 19-002-RDU
	NAME OF REPORTING FACILITY Raleigh ATCT (RDU)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2309 NDR instructs N534Z turn right heading 230. N534Z acknowledges.

2310 N534Z asks NDR to confirm heading 240. NDR replies affirmative 230 heading. N534Z acknowledges 230 heading. NDR instructs N534Z continue right turn heading 320. N534Z acknowledges.

2311 NDR asks N534Z is NOSIC in yet, can you proceed direct NOSIC. N534Z advises he was heading direct NOSIC. NDR instructs N534Z direct NOSIC then straight in Runway 32. N534Z does not acknowledge.

2312 NDR clears N534Z for the RNAV GPS Runway 32. N534Z acknowledges.

2317 NDR advises N534Z is off to the right. N534Z confirms and advises turning back to it. N534Z asks how high are the ceilings. NDR replies last ATIS reported Broken 1,000 feet and will get a PIREP. NDR coordinates with LCE for a PIREP from a BE90 on final Runway 05R. N534Z advises NDR he just broke out of the clouds. NDR asks if N534Z has the runway in sight. N534Z does not acknowledge. NDR clears N534Z for the visual approach Runway 32. N534Z does not acknowledge.

2318 NDR advises N534Z is cleared for the visual approach Runway 32. NDR coordinates with LCE N534Z has the field in sight. N534Z replies that he's still looking for the runway lights - there are lots of lights here. NDR advises N534Z Low Altitude Alert maintain 2,000 feet. N534Z acknowledges. NDR asks N534Z airport 12 o'clock, 9 miles do you have it in sight. N534Z replies he believes has the beacon in sight. NDR advises if he has the runway, he is cleared for the visual approach 32. N534Z asks how is he doing on altitude at 1,400 feet. NDR advises N534Z altitude is fine, if you have the runway in sight; if you have 32 in sight, you can do a visual approach. Cleared visual approach Runway 32. TRACON Front Line Manager (SI) coordinates with CIC to turn Runway 32 lights up - N543Z is having difficulty. CIC acknowledges.

2319 N534Z replies I only see the beacon. NDR advises N534Z they (the tower) are going to turn up the lights so he can see the runway. N534Z does not acknowledge. NDR asks N534Z if he has the airport in sight. N534Z replies he does not have the runway in sight, he has the beacon he believes. SI verifies if the runway lights are up, CIC answers affirmative. NDR advises N534Z the lights are up bright Runway 32, let me know if you get them in sight. N534Z replies he thinks it's coming in now.

2320 NDR advises N534Z contact Tower 127.45. N534Z acknowledges. NDR coordinates with LCE and asks if he has N534Z in sight. LCE responds affirmative. LCE advises N534Z Low Altitude Alert. Verify you have the

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 18, 2019	REPORT NO. 19-002-RDU
	NAME OF REPORTING FACILITY Raleigh ATCT (RDU)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

runway in sight. Showing the altimeter 29.88, showing you at 1,000 feet. N534Z acknowledges he has the runway in sight.

2321 LCE asks N534Z to verify he's about a 2 mile final. N534Z does not acknowledge. LCE asks N534Z if he's up. N534Z does not acknowledge. LCE asks N534Z how do you hear. N534Z does not acknowledge.

2322 NDR asks CIC if N534Z got down. CIC responds N534Z has disappeared, we do not see him anymore. We have to ring the crash phone. CIC calls Crash-Fire-Rescue (ARFF) activates an Alert 3.

2328 LCE transmits twice to N534Z how do you hear. N534Z does not acknowledge. LCE transmits over guard frequency N534Z contact Raleigh Tower on 127.45. N534Z does not acknowledge.

No More Follows



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

REPORT DATE

October 23, 2019

REPORT NO.

19-002-RDU

NAME OF REPORTING FACILITY

Washington ARTCC (ZDC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 20, 2019

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2321 ZDC did not provide any services to N534Z. Radar data from 1955Z to 2332Z was requested to support the aircraft accident package.

No More Follows