



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

REPORT DATE

June 12, 2020

REPORT NO.

20-001-MYR

NAME OF REPORTING FACILITY

New Orleans Moisant ATCT (MSY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
March 17, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1612 Hammond Tower (HDC) requests release for N150X off runway 31. New Orleans TRACON (MSY) West Radar (WR) approves the release.

1613 WR coordinated with HDC to turn N150X direct Picayune VOR (PCU).

1615 WR coordinates with Houston ARTCC (ZHU) Picayune Low sector to point out N150X.

1616 N150X checked in on WR frequency level at 2000'. WR instructs N150X to ident and issues New Orleans altimeter.

1617 WR radar identifies N150X. WR climbs N150X to 7000' direct to PCU.

1624 WR switched N150X to Gulfport Approach (GPT) frequency.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 15, 2020	REPORT NO. 20-001-MYR
	NAME OF REPORTING FACILITY Gulfport ATCT (GPT)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 March 17, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1625 N150X contacted East Arrival (E-AR) position stating they were with them at 6,200 feet for 10,000 feet. E-AR position acknowledged and provided N150X the Gulfport altimeter 3021. N150X read back the altimeter correctly.

1644 E-AR position instructed N150X to contact Mobile Approach on 121.0. N150X read back correctly.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 01, 2020	REPORT NO. 20-001-MYR
	NAME OF REPORTING FACILITY Mobile ATCT (MOB)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 March 17, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1644 N150X checked on the Mobile ATCT radar (ER) position level at 7000'. ER issued the altimeter. N150X read back altimeter.

1659 ER switched N150X to ZHU ARTCC. N150X read back frequency assignment.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 31, 2020	REPORT NO 20-001-MYR
	NAME OF REPORTING FACILITY Houston ARTCC (ZHU)	
14 CHRONOLOGICAL SUMMARY OF FLIGHT March 17, 2020 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 1659 N150X initial call to Houston center Brookley radar position (R25). 1702 N150X requests climb. R25 coordinates with Mobile approach and issues climb to 90. N150X also requests to deviate for weather. R25 clears N150X for deviations direct MVC when able. 1707 R25 gives frequency change to N150X, Atlanta center sector 13, 120.55 No More Follows		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 31, 2020	REPORT NO 20-001-MYR
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
March 17, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1707 N150X checked on the ZTL Montgomery Sector (R13) frequency at 9,000 feet. R13 acknowledged N150X and issued the Montgomery (MGM) altimeter. N150X checked on R13 again.

1708 R13 acknowledged, issued the MGM altimeter, and asked N150X for a radio check. N150X confirmed receiving R13 and asked for the MGM altimeter again. R13 issued the MGM altimeter.

1727 R13 switched N150X to the Cairns Approach frequency.

1728 N150X acknowledged the frequency change.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 02, 2020	REPORT NO 20-001-MYR
	NAME OF REPORTING FACILITY Atlanta TRACON (A80)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT
March 17, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1744 N150X made initial call to A80 (Atlanta TRACON) Columbus Sector (CSG). CSG issued N150X the altimeter setting. N150X acknowledged.

1752 N150X requested minor course deviations for build-ups. CSG approved the request and instructed N150X to advise back on course. N150X acknowledged.

1807 CSG instructed N150X to contact A80 Macon Sector (MCN) on frequency 124.2. N150X acknowledged, then contacted MCN. MCN issued the altimeter setting and N150X acknowledged.

1808 MCN asked N150X what heading was required to fly direct to the destination. N150X asked MCN to stand by.

1809 N150X advised MCN the heading direct to the destination was 069 degrees. MCN acknowledged and advised N150X that he would have a change to the cleared routing and issued direct MISTY Intersection, direct destination. N150X correctly read back the routing.

1818 MCN asked N150X to say flight conditions. N150X reported smooth but advised there was a build-up ahead. MCN approved left or right deviations for build-ups and instructed N150X to advise direct MISTY. N150X acknowledged.

1826 N150X advised MCN he had a request and MCN instructed N150X to say request. N150X advised he was in clouds with light rain and was going to ask for another altitude but added as he was making the request he had exited the clouds and no longer wished to change altitudes. MCN acknowledged, advised he did not have any current PIREPs for that area and to advise if flight conditions changed. N150X acknowledged.

1830 MCN instructed N150X to proceed direct to destination. N150X acknowledged.

1831 MCN advised deviations 20 degrees left or right of course for weather were approved. N150X acknowledged. MCN asked N150X if he could see T C Us 20 miles off his right wing. N150X responded negative.

1833 N150X advised MCN he would be deviating 20 degrees left or right of course for weather. MCN acknowledged.

1838 MCN instructed N150X to contact Augusta Approach (AGS) on frequency

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20-001-MYR
N150X

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REPORT DATE

April 02, 2020

REPORT NO

20-001-MYR

NAME OF REPORTING FACILITY

Atlanta TRACON (A80)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

126.8. N150X acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 02, 2020	REPORT NO. 20-001-MYR
	NAME OF REPORTING FACILITY Augusta ATCT (AGS)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT March 17, 2020 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 1837 Atlanta Approach Control coordinates N150X is deviating and Radar East (RE) approves. 1838 N150X checks in and advises that they are deviating. RE advises pilot about precipitation ahead. 1844 RE advises N150X about additional weather. N150X acknowledges and advises that they are now direct to destination. 1859 N150X is switched to Columbia Approach Control. No More Follows		



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

REPORT DATE

April 07, 2020

REPORT NO.

20-001-MYR

NAME OF REPORTING FACILITY

Columbia ATCT (CAE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
March 17, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1859 N150X contacted Radar North (RN) position stating he was with them at 9,000 feet. RN acknowledged and provided CAE's altimeter 3021. N150X read back correctly.

1909 RN instructed N150X to contact Shaw Approach on 125.4. N150X read back correctly.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 09, 2020	REPORT NO. 20-001-MYR
	NAME OF REPORTING FACILITY Florence ATCT (FLO)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 March 17, 2020

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1921 N150X checked in with Radar South (RS) 8100 descending to 7000. RS issued altimeter 3022. N150X acknowledged.

1933 RS issued to N150X to contact myrtle beach approach one one niner point two. N150X acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 17, 2020	REPORT NO 20-001-MYR
	NAME OF REPORTING FACILITY Myrtle Beach ATCT (MYR)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
March 17, 2020

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1934 N150X made initial call to Myrtle Beach Approach (MYR) East Radar (ER) position and reported altitude of 7000'. ER issued N150X the Myrtle Beach altimeter setting and asked N150X if they had the weather at Columbus County Municipal Airport (KCPC). N150X stated they had the weather but also stated the weather seemed old and asked MYR ER position if they had any updates. MYR ER position advised N150X the most recent observation he could find for CPC Airport was the 1535Z observation and that it showed Instrument Flight Rules (IFR). The controller read the weather 1535Z observation. N150X confirmed they had the same weather and advised he was going to continue to fly present heading for a few minutes. N150X stated if CPC Airport doesn't get updated weather that he plans to divert to Myrtle Beach International Airport (KMYR).

1939 N150X inquired about the ceiling at MYR after considering diverting to KMYR. MYR ER position advised KMYR ceiling 2000' overcast. N150X stated he wanted to divert to KMYR. MYR ER position cleared N150X to KMYR Airport via direct and issued a descent to 3000'. N150X acknowledged.

1940 MYR ER position cleared N150X direct UXDEP initial approach fix for the Instrument Landing System (ILS) Runway 18. N150X advised he was setting up.

1942 N150X called on the frequency, transmission was unintelligible.

1944 MYR ER position advised N150X to cross UXDEP at or above 2000', cleared ILS Runway 18 Approach. N150X acknowledged.

1948 MYR ER position advised N150X that it looked like the aircraft went through the localizer and instructed N150X to turn right heading two one zero to intercept. N150X advised aborting procedure and that he was going to climb. MYR ER position instructed N150X to descend and maintain 2000' and asked N150X to advise the heading the aircraft rolls out on and that when he advises, radar vectors will be given. MYR ER position advised N150X to check airspeed that he showed N150X indicating seventy knots. N150X did not respond.

1949 MYR ER made a call to N150X again but received no response. MYR ER position instructed N150X to maintain 2000' and issued altimeter. Sound of Emergency Locator Transmitter (ELT) broadcasted on frequency. MYR ER position asked N150X to say altitude. N150X responded and advised he pulled caps and repeated it again. MYR ER position acknowledged and

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14. CHRONOLOGICAL SUMMARY OF FLIGHT told N150X to advise of direction drifting. N150X response was unintelligible. 1950 MYR ER position acknowledged N150X. MYR ER position called Local Control (LC) position on intrafacility line and advised N150X has pulled caps and will be descending. MYR ER position advised emergency phone number nine one one will be called but instructed LC position to call KMYR Airport Fire Personnel. LC position acknowledged. N150X called on frequency and stated he is headed to an open field. MYR ER requested N150X to advise him that he has drifted down safely and advised N150X that help is on the way. N150X does not respond. 1951 MYR ER position called out to N150X on frequency. N150X does not respond. MYR ER position tried again but no response was given by N150X. N350TV contacted MYR Approach on frequency stating they had confirmation from N150TX that they were down safely. MYR ER position acknowledged. 1952 MYR ER position asked N350TV to relay to N150X that MYR Approach has lost radar contact but that help was on the way. N350TV was heard relaying to N150X that help was on the way. No response from N150X. N350TV repeated and again, N150X does not respond. MYR ER position also reached out to N150X, but N150X does not respond. MYR ER position asked N350TV if he had heard any further transmissions from N150X. N350TV replied saying the last transmission heard was that N150X was down safely. MYR ER position acknowledged. 1953 N350TV asked MYR Approach if they copied that last transmission. MYR ER position asked N150X to say again. N150X does not respond. Endeavor (EDV) 4750 asked MYR Approach if he needed any help. MYR Approach said negative and advised EDV4750 that a Cirrus pulled caps on final at KMYR. EDV4750 replied by saying sounds like they are by a house and the lady at the house came out to help. MYR ER position acknowledged. MYR ER position advised EDV4750 that he cannot hear any transmissions from N150X. EDV4750 advised it wasn't consistent and that they don't know where they are. MYR ER position advised EDV4750 that location was about eleven miles north of KMYR Airport. EDV4750 acknowledged. 1954 N350TV advised MYR Approach that N150X advised he was down without injuries. N350TV also asked if MYR Approach if they need to ask for a specific location. MYR ER position said affirmative, that a street address or something like that would be great. N350TV was heard on frequency trying to reach N150X. No response from N150X. EDV4750 advised MYR Approach they heard nothing. N350TV also advised MYR Approach that no further responses heard from N150X.		

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20-001-MYR

N150X

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	NAME OF REPORTING FACILITY Myrtle Beach ATCT (MYR)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1956 MYR ER position asked EDV4750 to reach out to N150X again. EDV4750 was heard calling out to N150X.

1957 EDV4750 advised no response from N150X.

No More Follows