



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: February 27, 2021
Subject: Air Traffic Control Information
NTSB Case Number: ERA21FA140

Circumstances:

- N3652C established communication with the Clearance Delivery (CD) controller, advised that they had filed two flight plans, and requested an IFR clearance to the DAB Airport via the flight plan that included the route of flight over Dobbins VOR. Additionally, the pilot of N3652C requested an enroute altitude of 3,000 feet. The CD controller issued N3652C his IFR clearance to DAB Airport and instructed them to “hold for release.” N3652C advised the CD controller that they would utilize Runway 11 for departure and depart within five minutes, to which the CD controller issued a release for departure with instructions to fly heading 140, maintain 3,000 feet, and a issued a clearance void time of 10 minutes.
- N3652C departed the GVL Airport southeast bound climbing through 1,600 feet and established communication with the Satellite Radar (E) controller. The E controller instructed N3652C to ident and say “altitude.” N3652C responded that they were climbing through 1,800 feet for 3,000 feet. The E controller radar identified N3652C one mile southeast of the GVL Airport and issued the Athens (AHN) Airport altimeter. N3652C began turning southwest bound as they climbed through 2,200 feet. The controller informed N3652C that they appeared to be on a westbound heading and asked them if they were on the assigned heading of 140; however, N3652C did not respond. N3652C began a rapid descent and the Low Altitude Alert activated. The controller issued a Safety Alert to N3652C as they were descending through 1,400 feet, but N3625C never responded. N3652C was observed climbing to 2,500 feet before another rapid descent was observed on the radar display, followed by a loss of radar.
- The Air Traffic Manager (ATM) stated that after the loss of radar and communications with N3652C, the controller notified the Operations Supervisor (OS). The OS

immediately informed the Operations Manager (OM) who began the search and rescue notifications by calling the Hall County Sheriff's Department. The sheriff's department reportedly told the OM that they were already on the scene of the accident and were able to confirm three fatalities.

Track Data:

Track data indicated that the airplane departed runway 11 at Lee Gilmer Memorial Airport (GVL) in Gainesville, FL about 1808 EST. Track data indicated the aircraft began a right-hand turn and continued climbing and increasing in ground speed until about 1809:25 when ground speed started to decline and several seconds later after reaching a high of about 2,200' msl, began to descend. While remaining in a continued right hand turn the continued descending but at about 1809:34 the aircraft began an increase in ground speed from about 75 kts to as high as about 165 kts before starting to slow a little and then altitude and ground speed varied between 1,700-2,000 ft msl and 100-110 kts. At about 1810:19 track data indicated the airplane started to lose ground speed rapidly from about 100 kts to below 30 kts while climbing from about 2,000 to 2,500, before speed picked back up some and the aircraft descended rapidly until track data was lost.

- First Track Data: 1808:24 EST // 1,250 ft msl // 67 kts // H110 // Over RWY 11 @ GVL
- Last Track Data: 1810:45 EST // 1,506 ft msl // 75 kts // H309 // 34.262039184N / - 083.85095977W

The accident aircraft was transmitting a discrete Mode 3 transponder "beacon" code of 7266 for the entire flight.

Sequence of Events/Timeline:

The following sequence of events and timeline were obtained from preliminary information provided by the FAA. A FALCON replay was provided, Atlanta TRACON (A80) provided services to the accident pilot. All information is preliminary (FOUO) until able to corroborate with certified audio re-recordings.

- 1808:58: N3652C first contacted A80.
- 1809:02: The A80 radar controller acknowledged, instructed the pilot of N3652C and requested his altitude.
- 1809:07: The accident pilot reported climbing through 1,800 ft for 3,000 ft.
- 1809:11: The A80 radar controller advised the accident pilot he was radar contact 1 mile SE of GVL and issued the altimeter of 30.16.

- 1809:17: The accident pilot acknowledged (last transmission recorded from accident pilot).
- 1809:38: The A80 radar controller advised that N3652C appeared westbound and advised assigned heading of 140 (no response).
- 1809:45: The A80 radar controller received a Low Altitude Alert and advised N3652C (no response).

After this, continued attempts to reach the accident pilot were made, to include an attempt to relay through an airborne aircraft in the vicinity directly to the aircraft on approach frequency, and then another airborne aircraft in the vicinity of GVL attempted on CTAF, both with no response.