



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

REPORT DATE

December 16, 2021

REPORT NO.

21-001-YNG

NAME OF REPORTING FACILITY

Youngstown ATCT (YNG)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
November 24, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2228 N6209U calls Arrival Radar East (AR-E) requesting flight following to Akron Fulton International, Ohio (KAKR). AR-E acknowledges.

2229 AR-E ask N6209U to say requested Visual Flight Rules (VFR) altitude, N6209U states 4500' to KAKR. AR-E issues squawk code 5232. AR-E calls Clarion Sector Cleveland Center to coordinate N6209U in their airspace. Clarion Sector responds with point out approved.

2230 AR-E coordinates N6209U with Cleveland Center Clarion Sector (ZOB-CIP). ZOB-CIP acknowledges. AR-E radar identifies N6209U 5 miles west of Clarion County Airport (KAXQ) and verifies altitude of 4,100'. N6209U replies with leaving 4,100' for 4,500'. AR-E acknowledges.

2234 AR-E controller conducts a position relief briefing.

2238 Pittsburgh Approach calls to say departure north is closed, AR-E acknowledges. N2599R calls AR-E, AR-E acknowledges with altimeter 30.20. N2599R states VFR off of Greenville Muni Airport, Pennsylvania (K4G1) 3,600' climbing to 4,500' direct Youngstown Elser Airport, Ohio (K4G4).

2239 N6209U reports losing an engine. AR-E asks if they need assistance. N6209U response in the affirmative. AR-E issues the closest airport is 12 O'clock and about 8 miles, Grove City Airport, Pennsylvania (K29D), you are pretty much lined up on final runway 28.

2240 N6209U responds we will try and make it to K29D. AR-E informs N6209U he is calling the Fixed Base Operator (FBO). N6209U replies he appreciates that, if they can get the lights turned on, on the runway. AR-E asks N6209U if he sees K29D at 12 O'clock and 6 miles. N6209U responds negative we are looking for the airport.

2241 AR-E states aircraft calling for flight following to 4G4 to standby and if N2599R needs to transition through the Class Delta airspace that is approved. N2599R replies no problem, they will stay in the area and if N6209U does not make it, they will go look for him. AR-E acknowledges. AR-E asks N6209U if engine is out. N6209U responds engine almost out. AR-E acknowledges and issues fly heading 280. N6209U acknowledges the heading of 280, and states they have about 10 percent engine. AR-E acknowledges.

2242 AR-E issues a 270 heading. N6209U acknowledges. AR-E states airport is

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12 O'clock 5 miles. AR-E describes the area of a large outlet center, just north of shopping plaza, Sheetz and McDonalds, airport is on the other side.

2243 N6209U reports he believes he has the airport rotating beacon insight, and they are trying to get the runway lights on. AR-E issues the Common Traffic Advisory Frequency (CTAF) 122.725, field elevation, runway length and width. N6209U responds they have the airport lights on and are losing altitude.

2244 AR-E states he is on the telephone with Mercer County 911 dispatch. AR-E asks how many souls on board. N6209U responds two on board and states names. AR-E acknowledges asks about fuel. N6209U responds with a name and particle telephone number. AR-E responds K29D airport is 12 O'clock and 3 miles. N6209U responds that making the airport is highly doubtful. AR-E acknowledges and asks if N6209U has another area in sight. AR-E adds there is a road parallel the shopping plaza that would be flat.

2245 N2599R states if N6209U has an Emergency Locator Transmitter (ELT) turn it on. AR-E asks if N6209U if he copied.

2246 N2599R asks AR-E if he is still hearing N6209U. AR-E responds negative. N2599R relays N6209U is going into a big dark spot. N2599R asks for a squawk and vector. AR-E states N6209U radar contact lost. AR-E acknowledges. AR-E asks for verification of callsign. N2599R verifies callsign off K4G1 turning toward K29D. AR-E issues squawk code 4704. N2599R acknowledges squawk. AR-E acknowledges and states he lost radar on N6209U about a mile east of Interstate 79. N2599R states the last he heard of N6209U was going toward the big dark spot. AR-E broadcast N6209U radar contact lost. AR-E issues radar contact and heading 130 to N2599R. N2599R acknowledges heading.

2247 N2599R asks for the last three of their callsign. AR-E states zero, niner, uniform. N2599U broadcasts twice if N6209U is still up. N2599R reports he is getting nothing. AR-E acknowledges.

2249 N2599R asks if N6209U was headed for runway 28. AR-E acknowledges states, they should be 12 O'clock and 6 miles, and states the State Police reported a crash. N2599R asks if any information on the pilot. AR-E responds negative they are still enroute. N2599R states N6209U was blocked, they were trying to relay contact information, it was blocked because both were talking at the same time. AR-E states he copied the names but only part of a phone number.

2250 N2599R states he has the shopping plaza and general airport area



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insight, if you want to give me something to look for. AR-E asks N2599R if he sees Interstate 79.

2251 N2599R responds he believes. AR-E states N6209U was just East of I79 lined up for runway 28 just North of course. N2599R acknowledges he is looking and does not hear anything on 121.5 and that he tried to get him to turn on his ELT. AR-E reaffirms. N2599R reports beacon and lights are on at K29D. AR-E states the last position was about 4 miles off N2599R nose and little bit to the left.

2252 N2599R states he is looking, the last thing heard N6209U say he was not going to make it, they were going for the big dark spot, I think there is trees. AR-E acknowledges and issues heading of 010. N2599R acknowledges heading.

2254 AR-E states the last position about a mile off N2599R nose. N2599R acknowledges and states nothing on 121.5. AR-E approves N2599R to circle and no other traffic in the area.

2255 AR-E directs N2599R to look behind his present location. N2599R acknowledges. AR-E advises N2599R to circle left just north of final. N2599R reports a big dark spot and no emergency vehicles and not receiving an ELT. AR-E acknowledges.

2257 N2599R reports possible fire in the woods.

2258 N2599R is pretty sure there is fire in the woods off his left wing. AR-E acknowledges. Vader24 calls AR-E climbing to 3,000'. AR-E calls Vader24 radar contact, climbs to 4,000' and on course to Burke Lakefront Airport, Ohio (KBKL). Vader24 acknowledges. N2599R confirms fire in the woods and continues to circle, no emergency services there, send them to this location. AR-E acknowledges and verifies if it is northeast of the exit on I79. N2599R confirms. N2599R reports site is in a big field, not sure how emergency services will reach it. AR-E acknowledges. N2599R responds it does not look good.

2300 N2599R reports emergency vehicle approaching sight. AR-E acknowledges and verifies N2599R is circling directly above. N2599R confirms and reports fire trucks. AR-E issues altimeter 30.19 to N422RM and acknowledges N2599R. Vader24 offers to assist. They have night vision goggles (NVG) onboard.

2301 AR-E asks Vader24 to say again. Vader24 repeats offer to help. AR-E declines, gives position of accident and reports emergency vehicles on the way. Vader24 acknowledges. AR-E issues a vector of 360 to N422RM. N422RM acknowledges. AR-E requests direct KBKL with Cleveland Approach



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North. Cleveland Approach approves request. AR-E instructs Vader24 to contact Cleveland Approach. Vader24 acknowledges.

2302 N2599R confirms negative on the ELT. AR-E acknowledges. N2599R reports a lot of emergency vehicles headed toward sight. AR-E states coordination with the emergency vehicle to look for circling aircraft. AR-E acknowledges and verifies N2599R has all aircraft lights on. N2599R confirms lights on.

2303 N2599R reports accident site is a good way into the woods. AR-E acknowledges the firemen have All Terrain Vehicles (ATVs).

2306 N4629K reports at 6,000'. AR-E acknowledges and issues altimeter 30.18. N4629K acknowledges. N2599R reports flashlights are at the site. AR-E thanks N2599R and instructs N422RM to proceed direct Meadville. N422RM acknowledges.

2308 N2599R asks for the full callsign. AR-E states N6209U. N2599U asks if N6209U was just a VFR target. AR-E states VFR flight following from KAXQ to KAKR. AR-E states had issues earlier and landed KAXQ shouldn't have taken back off. N2599R acknowledges.

2312 N2599R asks if AR-E has heard anything from those on the ground. AR-E states no information. N2599R states he still sees the fire burning. AR-E instructs N2599R to change to frequency 118.9. N2599R acknowledges.

No More Follows