



RVA

ROBINSON AVIATION, INC.

DATE: March 07, 2022

TO: Ryan Almaay, Director, Eastern Service Center

[REDACTED]
Gregory B. Poole, Acting Manager, St. Augustine FAA Contract

FROM: Tower

SUBJECT: Certification Statement

Aircraft Accident, N100NG

St. Augustine, FL, March 02, 2022

I certify that aircraft accident package, 22-002-SGJ-FCT, has been reviewed and is complete.

22-002-SGJ-FCT

N100NG

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Copy

Aircraft Accident Package

22-002-SGJ-FCT

N100NG, EXPR

March 02, 2022, 2158 UTC

Destroy: March 02, 2027 UTC

SECTION 1.
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SECTION 2.

FAA Form 8020-6, Report of Aircraft Accident, and
FAA Form(s) 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE March 21, 2022	REPORT NO. 22-002-SGJ-FCT				
REPORT OF AIRCRAFT ACCIDENT		NAME OF REPORTING FACILITY St. Augustine FCT (SGJ)					
1. AIRCRAFT IDENTIFICATION AND TYPE N100NG, EXPR	2. DATE/TIME OF ACCIDENT (UTC) March 2, 2022; 2158 UTC	3. LOCATION OF ACCIDENT: CITY, STATE (MAND) St. Augustine, FL					
4. NATURE OF ACCIDENT Aircraft declared an emergency and upon landing exited departure end of Runway 13. Aircraft crashed 1/4 mile into the marsh.		LATITUDE/LONGITUDE (OPL) N29 57 14.0000 W081 19 47.0000					
		5. TYPE OF FLIGHT VFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Marianne E. Fox	Pilot	St. Augustine, FL			X	
7. PASSENGER DATA	NUMBER ABOARD AIRCRAFT 0	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 0			
8. AIRCRAFT DAMAGE Destroyed		9. PROPERTY DAMAGE None					
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT ST AUGUSTINE METAR - 2156 UTC: wind zero seven zero at six, visibility one zero statute miles, clear, temperature two one, dew point five, altimeter three zero one three						
	FIRST REPORT SUBSEQUENT TO ACCIDENT ST AUGUSTINE SPECI - 2218 UTC: wind zero five zero at five, visibility one zero statute miles, clear, temperature two zero, dew point six, altimeter three zero one three						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS			
	August J. Lambros *(AJ)	SGJ FCT	NA LC	X			
* OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Gregory S. Poole							

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

Electronic Version

22-002-SGJ-FCT

N100NG

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 24, 2022	REPORT NO. 22-002-SGJ-FCT
	NAME OF REPORTING FACILITY St. Augustine FCT (SGJ)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
March 02, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2157 N331FZ (a flight of two with N100NG) made initial contact with St. Augustine Airport (SGJ) Local Control (LC) approximately 10 miles west of SGJ with Automatic Terminal Information Service (ATIS) Foxtrot. LC asked N331FZ to Ident. N331FZ acknowledged. N100NG reported to N331FZ that her engine was doing something weird. N331FZ asked N100NG to switch radio frequency. N331FZ notified LC they were going off frequency.

2158 N331FZ reported to LC that his flight partner was having engine trouble and the engine was not running well. N331FZ stated that N100NG was trailing smoke and was making a beeline for the airport. LC asked for confirmation from N331FZ that his wingman was having an emergency. N331FZ responded in the affirmative and stated that N100NG had low rpm's, was trailing smoke, was about 7 miles west and was making a beeline for Runway 13. LC asked N100NG to Ident and cleared N100NG to land Runway 13. LC confirmed N100NG was declaring an emergency. LC issued N100NG wind direction and speed.

2159 LC asked N331FZ if he would like to land as well on Runway 13. N331FZ responded in the negative. LC acknowledged. SGJ Ground Control (GC) called 911 Fire Rescue with Alert II Emergency with one soul on board, an extra single person aircraft with smoke in cockpit, landing Runway 13 about a mile out. Fire rescue responded that they are all on the way and will be at Alpha 6.

2200 LC asked N100NG how many souls were on board. N100NG responded and stated she was planning on landing long. LC advised N100NG that the full runway was available and issued wind.

2202 LC stated to all aircraft to standby, emergency in progress. N100NG crashed into the marsh off the departure end of Runway 13. LC advised N100NG that they were sending help. GC called 911 Fire Rescue and upgraded emergency to Alert III and that the aircraft crashed into the marsh. GC contacted Airport Maintenance via radio but no response. Fire Rescue asked GC if there was any contact with N100NG and GC responded, not yet. Fire Rescue acknowledged and said to GC they were on their way.

2229 N331FZ requested to take off to help with search. GC responded to N331FZ, that he was unable to approve anything at this time, and to standby.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 24, 2022	REPORT NO. 22-002-SGJ-FCT
	NAME OF REPORTING FACILITY St. Augustine FCT (SGJ)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2233 GC reported to N331FZ that they were launching a drone.

2246 Fire Rescue reported to LC that they were going to be launching Trauma One and asked if they were able to land at SGJ. LC responded to Fire Rescue in the affirmative. Fire Rescue stated they were going to call back with an Estimated Time of Arrival (ETA).

2247 Fire Rescue reported to GC that Trauma One is launching with a 13-minute ETA. GC acknowledged.

2253 SGJ Operations 1 (Ops 1) reported to GC that they have drones at approximately 100 feet above ground level. GC acknowledged. Trauma One South reported just off Flagler Hospital inbound for Landing Zone pickup at the base of the tower. LC notified Trauma One South that they would be placed by the boat ramp. Trauma One South acknowledged. LC instructed Trauma One South to continue inbound and report one mile. Trauma One South acknowledged.

2255 LC cleared Trauma One South to land Runway 31. Trauma One South replied they have been cancelled for pickup and requested to land at Atlantic Aviation. LC acknowledged and instructed Trauma One South that landing would be at his own risk and issued the winds. Trauma One South acknowledged.

2257 LC instructed Trauma One South that the emergency personnel now want him on the runway by the boat ramp just in case. LC cleared Trauma One South to land Runway 31 right in the middle by the boat ramp. Trauma One South acknowledged and stated he would finish his landing and air taxi to the boat ramp.

2258 GC reported to Maintenance 1 and OPS 1 that Trauma One landed in the Atlantic ramp coming down Runway 6 to their location. Maintenance 8 stated to GC he would be on the runway stopping any vehicle traffic toward the helicopter. GC acknowledged. LC instructed Trauma One South to make a right turn onto Runway 31 to the approach end. GC instructed Maintenance 8 to just let the vehicles go and that Trauma One South would be following them down to the approach end of Runway 31. Maintenance 8 acknowledged.

2312 Trauma One South air taxied back to Atlantic Aviation.

2329 Trauma One South departed Atlantic Aviation.

No More Follows

SECTION 3.
Review of Services Memoranda



RVA

ROBINSON AVIATION, INC.

DATE: March 07, 2022

TO: St. Augustine FAA Contract Tower Aircraft Accident File 22-002-SGJ-FCT
[REDACTED]
Gregory M. Poole, Acting Manager,

FROM: St. Augustine FAA Contract Tower, SGJ FCT

SUBJECT: Review Of Services Memo
Aircraft Accident, N100NG
St. Augustine, FL, March 02, 2022

SGJ FCT conducted a review of services concerning N100NG and was determined to have pertinent services. As the holding facility with pertinent services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies of the original are on file in this office.

Airport Diagram
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
FAA Form 7230-10
FAA Form 7230-4
FAA Form 8020-3
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 8020-9
Facility Layout Chart(s)
Mandatory Occurrence Report
Personnel Log(s)
Weather Data
Email(s)
Pre-Duty Weather Briefing Product(s)

22-002-SGJ-FCT
N100NG

SECTION 4.

FAA Form(s) 7230-4, Daily Record of Facility Operation

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 1
				DATE Mar 2, 2022
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY [REDACTED]
St. Augustine, FL	SGJ	ATCT	OS/CIC	AIR TRAFFIC MANAGER Gregory S. Poole
UTC TIME	REMARKS			
1200	M. RODRIGUEZ ON. RWY 31. GENOTS: NONE. CFEL: NOTAMS 9/015 (SGJ TWY D2 CLSD PERM), 01/003 (SGJ VOR OTS). DASI OTS ALL POS, TEDS CONSOLE POS 1 OTS. WULC. -- MR			
1201	PRE-DUTY WEATHER BRIEF COMPLETED. -- MR			
1202	PRE-DUTY WEATHER BRIEF COMPLETED. -- BK			
1203	LIGHT GUN OTS, OPS ADVISED. -- MR			
1205	R. KOEHLER ON. -- BK			
1504	M. RODRIGUEZ ON. -- MR			
1800	PRE-DUTY WEATHER BRIEF COMPLETED. -- AJ			
1815	PRE-DUTY WEATHER BRIEF COMPLETED. -- KW			
1816	K. KILDOW ON. WCLC. -- KW			
2100	RWY 13 IN USE, JAX SUP. -- KW			
2341	ALERT #2, N331FS, A FLIGHT OF TWO EXTRA AIRCRAFT, 10 MILES WEST OF KSGJ AIRPORT. LEAD REPORTED WINGMAN WAS EXPERIENCING ENGINE TROUBLE, LOW RPM'S, TRAILING SMOKE. PILOT DECLARED EMERGENCY. N100NG (THE EMERGENCY AIRCRAFT) WAS CLEARED TO LAND RWY 13. N100NG APPEARED TOO FAST AND WAS NOT ABLE TO LAND, THE AIRCRAFT EXITED THE DEPARTURE END OF RWY 13, APPROXIMATELY 1/4 MILE AND CRASHED INTO THE MARSH. ALERT #3 WAS THEN INITIATED AND ALL CONCERN NOTIFIED. AIRPORT CLOSED. -- KW			
M 2353	SGJ-M-2022/03/02-0001 -- N100NG -- KW			
0004	RUNWAY CHECK COMPLETE. AIRPORT OPEN. RWY 13 IN USE, JAX SUP. -- KW			
0200	COB. -- KW			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.		SIGNATURE(S) OF WATCH SUPERVISOR(S) [REDACTED]		

FAA Form 7230-4

22-002-SGJ-FACT
N100NG

SECTION 5.
Personnel Log(s)

ST. AUGUSTINE, FL (SGJ) - SIGN IN / OUT RECORD

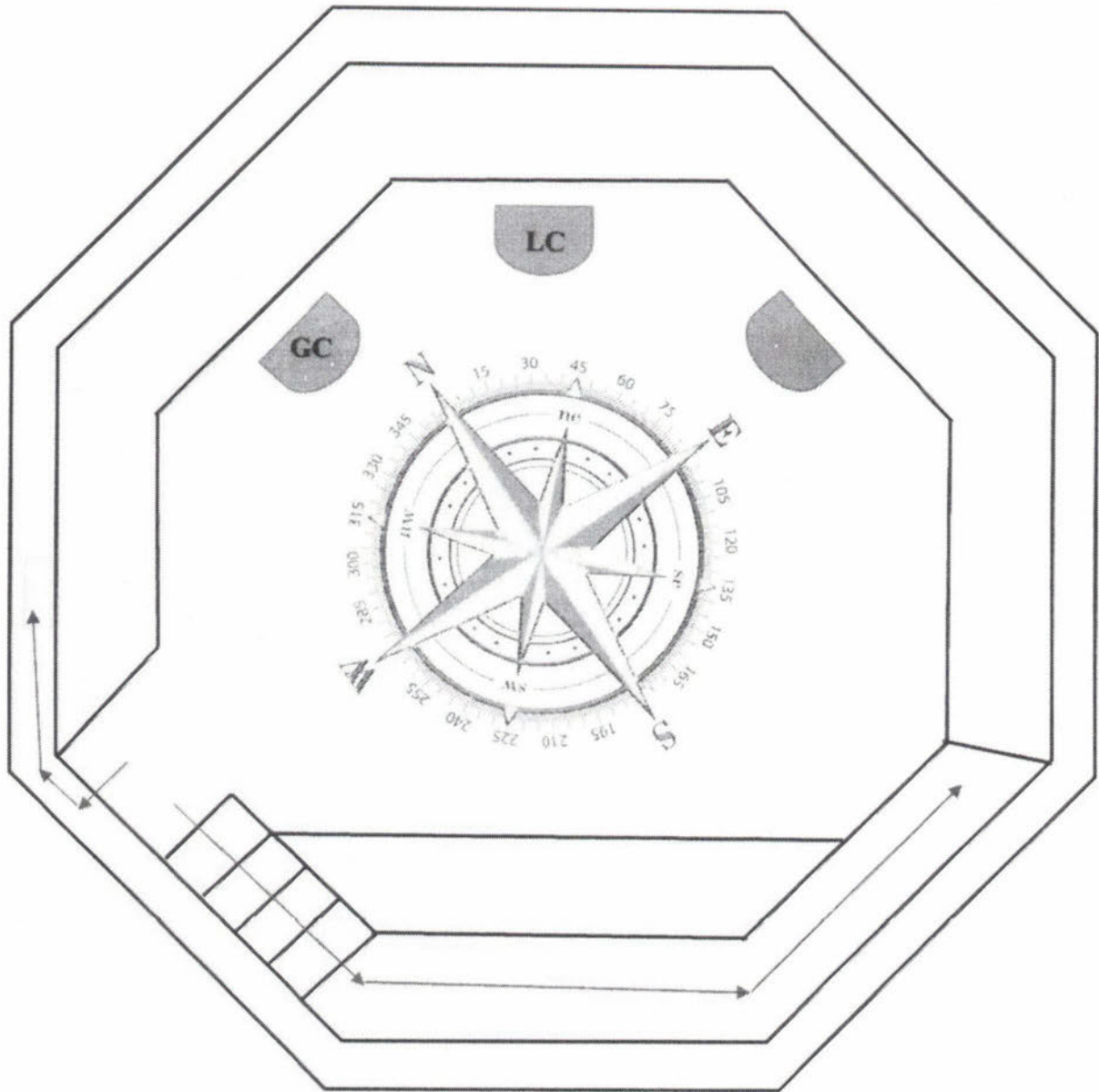
DATE:	SIGNATURE	INITIALS	IN	OUT	HOURS	REMARKS
3/1/22	[REDACTED]	KW				
		BK	1300	2100	8	
		AJ	1315	2115	8	
		MR	0700	1500	8	SD
		SS				
		TT	0645	1345	7	SD [REDACTED]
3/2/22	[REDACTED]	KW	1315	2115	8	
		BK	0700	1400	7	[REDACTED]
		AJ	1300	2100	8	
		MR	0645	1445	8	SD
		SS				RDO
		TT				RDO
3/3/22	[REDACTED]	KW	1300	2100	8	
		BK	0645	1445	8	
		AJ	0700	1500	8	
		MR				
		SS	1300	2100	8	
		TT				
3/4/22	[REDACTED]	KW	0700	1500	8	SD
		BK				
		AJ	0645	1445	8	
		MR				
		SS	1300	2100	8	
		TT	1315	2115	8	
3/5/22	[REDACTED]	KW	0700	1500	8	SD
		BK				
		AJ	0645	1045	4	[REDACTED]
		MR	1315	2115	8	
		SS	1300	2100	8	
		TT	0700	1500	8	[REDACTED]
3/6/22	[REDACTED]	KW	0645	1045	4	[REDACTED]
		BK	1315	2115	8	
		AJ				
		MR	1300	2100	8	
		SS	1300	1500	8	
		TT	0700	1500	8	SD
3/7/22	[REDACTED]	KW				
		BK	1315	2115	8	
		AJ				
		MR	1300	2100	8	
		SS	0645	1445	8	[REDACTED]
		TT	0700	1500	7.5	

SECTION 6.

FAA Form(s) 7230-10, Position Log, or automated equivalent

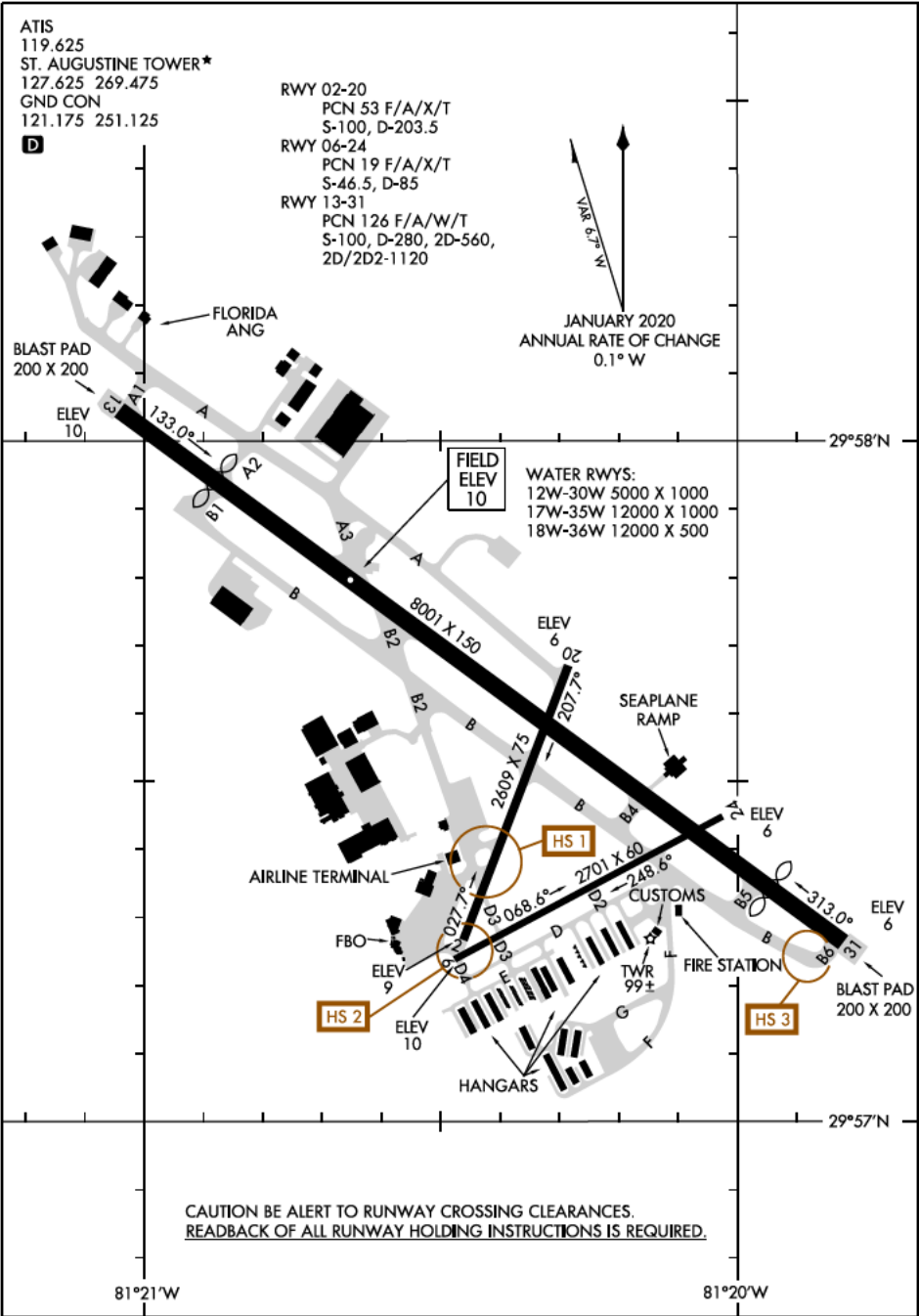
SECTION 7.
Facility Layout Chart(s)

St. Augustine FCT Tower Cab Layout



22-002-SGJ-FCT
N100NG

SECTION 8.
Airport Diagram



SE-3, 24 FEB 2022 to 24 MAR 2022

SE-3, 24 FEB 2022 to 24 MAR 2022

SECTION 9.

FAA Form(s) 8020-3, Facility Accident/Incident Notification Record

FACILITY AIRCRAFT ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft identification
N100NG

Date
03/02/2022

SGJ

The order and number of calls will be determined by the situation involved.

[illegible]

This form must be updated annually.

Form Updated by (Name, Title, Facility): Gregory Poole, ATM, St. Augustine FCT

Date: 2/25/22

22-002-SGJ-FCT
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SECTION 10.
Weather Products

St. Augustine FCT

Weather Products 3/2/2022 UTC

METAR KSGJ 022156Z 07006KT 10SM CLR 21/05 A3013 RMK AO2 SLF200 T02060050

SPECI KSGJ 022218Z 05005KT 10SM CLR 20/06 A3013 RMK AO2

I certify the attached copy of the METARs originated from the APG-link to archived weather is an accurate copy of the original.



Gregory S. Poole
Acting Air Traffic Manager
St. Augustine FAA Contract Tower (SGJ)

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N100NG

SECTION 11.

Other

UTC (Zulu) Time Conversion Chart

UTC (Zulu)	PST/ ALDT	PDT/ MST	MDT/ CST	CDT/ EST	EDT/ AST	ALST	HST
0000*	1600	1700	1800	1900	2000	1500	1400
0100	1700	1800	1900	2000	2100	1600	1500
0200	1800	1900	2000	2100	2200	1700	1600
0300	1900	2000	2100	2200	2300	1800	1700
0400	2000	2100	2200	2300	0000*	1900	1800
0500	2100	2200	2300	0000*	0100	2000	1900
0600	2200	2300	0000*	0100	0200	2100	2000
0700	2300	0000*	0100	0200	0300	2200	2100
0800	0000*	0100	0200	0300	0400	2300	2200
0900	0100	0200	0300	0400	0500	0000*	2300
1000	0200	0300	0400	0500	0600	0100	0000*
1100	0300	0400	0500	0600	0700	0200	0100
1200	0400	0500	0600	0700	0800	0300	0200
1300	0500	0600	0700	0800	0900	0400	0300
1400	0600	0700	0800	0900	1000	0500	0400
1500	0700	0800	0900	1000	1100	0600	0500
1600	0800	0900	1000	1100	1200	0700	0600
1700	0900	1000	1100	1200	1300	0800	0700
1800	1000	1100	1200	1300	1400	0900	0800
1900	1100	1200	1300	1400	1500	1000	0900
2000	1200	1300	1400	1500	1600	1100	1000
2100	1300	1400	1500	1600	1700	1200	1100
2200	1400	1500	1600	1700	1800	1300	1200
2300	1500	1600	1700	1800	1900	1400	1300
2400	1600	1700	1800	1900	2000	1500	1400

The time *0000 and 2400 are interchangeable. The time 2400 is associated with the date of the day ending, and 0000 with the day just starting.

UTC = Coordinated Universal Time, or Zulu
PST = Pacific Standard Time (UTC - 8 hours)
ALDT = Alaskan Daylight Time (UTC - 8 hours)
PDT = Pacific Daylight Time (UTC - 7 hours)
MST = Mountain Standard Time (UTC - 7 hours)
MDT = Mountain Daylight Time (UTC - 6 hours)
CST = Central Standard Time (UTC - 6 hours)
CDT = Central Daylight Time (UTC - 5 hours)
EST = Eastern Standard Time (UTC - 5 hours)
EDT = Eastern Daylight Time (UTC - 4 hours)
AST = Atlantic Standard Time (UTC - 4 hours)
ALST = Alaskan Standard Time (UTC - 9 hours)
HST = Hawaiian Standard Time (UTC - 10 hours)

22-002-SGJ-FCT

N100NG