



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

REPORT DATE

May 25, 2022

REPORT NO.

22-001-HWO-FCT

NAME OF REPORTING FACILITY

North Perry FCT (HWO)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 14, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1605 N8845Z contacted North Perry Tower (HWO) Local Control (LC) ten miles west of HWO. LC called traffic for N8845Z. N8845Z reported traffic in sight to LC with ATIS November and requested a full stop. LC instructed N8845Z to follow traffic for Runway 10R. N8845Z responded following traffic for Runway 10R.

1610 LC cleared N8845Z to land Runway 10R. N8845Z read back landing clearance for Runway 10R.

1613 N8845Z requested to taxi to North Perry Central. LC instructed N8845Z to contact HWO Ground Control (GC) on 120.45. N8845Z contacted GC for taxi to North Perry Central. GC instructed N8845Z to hold position. N8845Z read back to LC hold position instructions.

1614 GC instructed N8845Z to give way to Super Cub off the right then taxi to parking via Lima. N8845Z read back to GC, after the Super Cub via Lima. GC acknowledged.

1633 N8845Z contacted GC stated they were at Spot 12 with the weather and requested taxi to Runway 10R east bound Visual Flight Rules (VFR). GC responded to N8845Z with taxi instructions to Runway 10R via Lima, cross Runway 1R at Lima for Runway 10R at Lima. N8845Z acknowledged.

1637 N8845Z contacted LC at Runway 10R and stated ready to go. LC asked N8845Z for direction of departure. N8845Z informed LC east bound for the shoreline. LC cleared N8845Z for straight out departure from Runway 10R. N8845Z read back to LC the departure clearance.

1640 LC provided N8845Z a traffic call, stating traffic ahead and to the right, opposite direction Bonanza, 1,100 feet inbound to North Perry. N8845Z acknowledged. This was the last transmission between HWO and N8845Z.

No More Follows



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- 1650 Miami Approach called Opa Locka Tower (OPF) Local Control (LC) on the shout line asking if OPF had any Coast Guard or Air Rescue assets that can assist with an aircraft going down over the water.
- 1651 LC made a call in the blind to see if any Coast Guard aircraft were monitoring the frequency. None responded. LC then made a traffic call to N381TA who was in the the area of the emergency advising them that an aircraft, N8845Z, was ahead and to their right less than a mile and was going down to use caution. N381TA acknowledged.
- 1652 An aircraft with no identifiable call sign called in the blind asking what type of aircraft was going down. LC responded that it was a C172.
- 1653 N381TA stated to LC that the aircraft that went down, was on fire on a bridge, and hit a car. N381TA also stated to LC that people were running away from the scene but it was unknown if one of them was the pilot.
- 1654 LC called Miami Approach on the shout line and passed along the information that N381TA provided regarding N8845Z.
- 1658 Unknown aircraft called LC and asked if the downed aircraft was from the Opa Locka Airport. LC responded that it was not. Another unknown aircraft then asked if the pilot was okay. LC responded that it was unknown at this time.
- 1700 N443LC called LC to depart on the Lakes Departure (helicopter route). LC cleared N443LC for the lakes. LC advised N443LC to use caution over the area where the aircraft went down and provided the location.
- 1701 N443LC asked LC if he would like N443LC to provide the tail number of the downed aircraft when near the accident scene. LC responded in the negative and stated he had the tail number but to provide updated information from what is seen at the scene and to use caution.
- 1703 Coast Guard Rescue 2311 (CG2311) called ready to depart Runway 9L. LC advised CG2311 to stand by for landing traffic. CG2311 acknowledged.
- 1704 LC cleared CG2311 for take off Runway 9L. CG2311 acknowledged.
- 1706 LC asked CG2311 if they were responding to the downed aircraft (N8845Z accident). CR2311 responded in the affirmative and asked for an updated



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location of accident site. LC responded with best known location of accident.

1707 N443LC called CG2311 to provide a more precise update on the location of the N8845Z accident site. CG2311 acknowledged.

1709 Air Rescue 4 (AR4) called for the Lakes Departure. LC cleared AR4 for take off. LC asked AR4 if they were responding to the accident. AR4 responded in the affirmative. LC provided AR4 the location of the N8845Z accident site.

1711 LC advised AR4 of numerous aircraft that were in the vicinity of the accident and to use caution. AR4 acknowledged.

No More Follows