

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 19, 2022	REPORT NO. 22-001-GSP
	NAME OF REPORTING FACILITY Southwest Florida International ATCT (RSW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 10, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1341 N3670D checks in with RSW West Sector (WST), departed Punta Gorda Airport (PGD) climbing through 1000 feet for 2,000 feet. WST advises N3670D they are Radar Contact and instructs to climb and maintain 3000 feet. N3670D reads back 3000 feet.

1342 WST instructs N3670D to turn left heading 360, vector for climb. N3670D reads back 360.

1343 WST instructs N3670D to climb and maintain 4000 feet. N3670D reads back 4,000 feet.

1345 WST instructs N3670D to contact Miami Center (ZMA) 127.2. N3607D reads back twenty seven two.

No More Follows



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

REPORT DATE

September 20, 2022

REPORT NO

22-001-GSP

NAME OF REPORTING FACILITY

Miami ARTCC (ZMA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 10, 2022

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1345 N3670D contacted the Miami Air Route Traffic Control Center (ZMA) Lakeland High Radar Position (R67) level at 4,000 feet. R67 cleared N3670D direct to Lakeland (LAL) and issued a climb clearance to 10,000 feet and provided the Tampa altimeter setting. N3670D acknowledged the clearance.

1346 R67 issued a traffic advisory to N3670D. N3670D stated that they were looking for the traffic.

1358 R67 instructed N3670D to contact Tampa Approach on frequency 135.5. N3670D acknowledged the clearance.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 22, 2022	REPORT NO. 22-001-GSP
	NAME OF REPORTING FACILITY Tampa ATCT (TPA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 10, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1358 N3670D made initial contact with Tampa East Arrival / Departure (B) Position and advised level at 10,000 feet.

1359 B acknowledged N3670D and issued an altimeter setting of 3001. N3670D acknowledged the altimeter setting.

1415 B instructed N3670D to contact Jacksonville Approach on 118.6. N3670D acknowledged the frequency change.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 03, 2022	REPORT NO. 22-001-GSP
	NAME OF REPORTING FACILITY Jacksonville ATCT (JAX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 10, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1415 N3670D was Instrument Flight Rules (IFR) enroute from Punta Gorda, FL (PGD) to Anderson, SC (AND) at 10,000 feet and check in with Jacksonville (JAX) VITTS (V) POSITION and was issued the Ocala (OCF) altimeter 30.03. N3670D read back altimeter 30.03.

1439 V handed N3670D off to the JAX Satellite (S) and issued a frequency change. N3670D acknowledged.

1440 N3670D checked in with S and was issued the altimeter 30.05. N3670D acknowledged.

1444 S gives N3670D a descent to 9,000 feet. N3670D acknowledged and descends to 9,000 feet.

1445 S handed off N3670D to JAX North (N) and issued a frequency change. N3670D acknowledged.

1446 N3670D checked in with N and is issued the JAX altimeter 30.05. N3670D acknowledged.

1456 N3670D was handed off to Jacksonville Center (ZJX) and was issued a frequency change. N3670D acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 20, 2022	REPORT NO. 22-001-GSP
	NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 10, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1454 Jacksonville Center (ZJX) Waycross Radar (R29) Sector accepted an automated handoff from Jacksonville Approach (JAX).

1456 N3670D checked in with R29 level at 090. R29 acknowledged and issued the Alma altimeter. N3670D acknowledged.

1523 R29 initiated an automated handoff to Atlanta Center (ZTL).

1526 ZTL accepted the automated handoff. R29 transferred communications to ZTL. N3670D acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 21, 2022	REPORT NO. 22-001-GSP
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 10, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1526 N3607D checked on the ZTL Dublin Sector (R20) at 9,000 feet. R20 acknowledged and issued the Dublin altimeter. N3607D acknowledged.

1535 R20 switched N3607D to Augusta Approach (AGS). N3607D acknowledged.

1554 N3607D checked on the ZTL Logen Sector (R49) at 9,000 feet. R49 acknowledged and issued the Greenville-Spartanburg altimeter. N3607D acknowledged.

1555 N3607D requested an approach into the Anderson Regional Airport (AND). R49 coordinated with AGS.

1556 R49 cleared N3607D direct OYUNA. N3607D acknowledged.

1600 R49 cleared N3607D to descend to 5,000 feet. N3607D acknowledged.

1601 R49 switched N3607D to Greer Approach (GSP). N3607D acknowledged.

1645 GSP called the ZTL Operations Manager in Charge position (OMIC) and reported the possible crash. OMIC issued an alnot and assisted with notifications for the event.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 19, 2022	REPORT NO. 22-001-GSP
	NAME OF REPORTING FACILITY Augusta ATCT (AGS)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 10, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1535 N3670D checked in with Radar East (RE) and was given the altimeter.

1551 N3670D was handed off to Atlanta ARTCC (ZTL) Valley sector by RE.

1554 RE instructed N3670D to contact ZTL on frequency 127.5. N3670D acknowledged.

1555 ZTL Valley sector requested control for turns of N3670D and RE approved.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 04, 2022	REPORT NO. 22-001-GSP
	NAME OF REPORTING FACILITY Greer ATCT (GSP)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 10, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1601 N3670D checked in with Greer Approach (GSP) Radar West (W) frequency, Instrument Flight Rules (IFR) at 5,000 feet and was given the altimeter. W asked N3670D if they have the weather and Notice to Air Missions (NOTAM) information for the Anderson Regional Airport (AND) and what type of approach the pilot is requesting. N3670D replies he has the weather and NOTAMS and is requesting the Area Navigation (RNAV) RNAV 05 approach. W responds that they can expect that approach and for them to report cancellation of IFR on this frequency or via the phone number and advise if they need the phone number. N3670D acknowledges that they have the phone number.

1602 W clears N3670D direct "OYUNA" waypoint at 3000 and clears the aircraft for the RNAV Runway 05 approach. N3670D acknowledges approach clearance.

1606 W advises N3670D to change to advisory frequency, and reminds them not to forget to cancel IFR. N3670D acknowledges transmission.

1611 N3670D reports the missed approach off of the RNAV 05, and requests RNAV 05 again. W radar identifies N3670D and vectors aircraft for approach.

1612 N3670D acknowledges transmission.

1613 W instructs N3670D to fly heading 200. N3670D acknowledges transmission.

1614 W coordinates with Atlanta Center Valley Sector for a point out on N3670D flying the RNAV Runway 5 approach into Anderson Regional Airport.

1615 Atlanta Center Valley Sector, approves the point out.

1616 W clears N3670D for the RNAV Runway 5 approach.

1617 N3670D acknowledges transmission.

1620 W instructs N3670D to change to advisory frequency approved. N3670D acknowledges transmission.

1624 W coordinates with Atlanta (ZTL) Center Valley Sector for a block at 3000 and advises that they are not sure what N3670D is doing. The Valley Sector approves the block and acknowledges the advisory.

FAA Form 8020-6-1

22-001-GSP

N3670D

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 04, 2022	REPORT NO. 22-001-GSP
	NAME OF REPORTING FACILITY Greer ATCT (GSP)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1625 N3670D advises that he is off track trying to get back on the..(unintelligible). W advised that they have N3670D loud and clear do you need any additional assistance?

1626 W transmits to N3670D if you can hear me maintain 4000. N3670D acknowledges transmission. W asks N3670D do you need any further assistance is everything all right? N3670D responds that they need to get back up to 4000 feet and get reset. W responds to N3670D with when able fly heading of 090. N3670D acknowledges transmission.

1627 W coordinates with Atlanta Center Valley Sector about keeping the block active or just taking a point out on N3670D, and then advises that he'll be trying the approach one more time. The Valley Sector approves the block at 4000 feet. W instructs N3670D fly heading 270 when able.

1628 N3670D acknowledges transmission. W asks N3670D will this be a full stop or are you looking for multiple approaches again? N3670D responds that it will be a full stop. W acknowledges transmission. W advises N3670D that they showed him turning southbound are you able to maintain a 270 heading? Are you having issues with autopilot or your gyro or anything? N3670D responses with, I think the gyro might be an issue here. W issues N3670D for now maintain 4000 and just let me know when you get it under control. N3670D responds with looking for a 270 on the heading correct? W replies to N3670D whatever heading you can maintain, just pick a heading and once you're flying straight we'll figure it out from there.

1629 N3670D acknowledges transmission.

1630 N3670D transmits, I think I've got it set up here on a 120.

1631 W responds to N3670D, that it looks like you're on a 100 heading, but it could be the wind blowing you a little bit, turn right heading 180 and see what that does. N3670D acknowledges transmission.

1632 W advises N3670D that it looks like you're established on that heading now, looks like I'll be able to get you in, are you able to fly the ILS or do you want to try the RNAV? N3670D replies with, No, I can do the ILS. W replies to N3670D to expect the ILS, turn right heading 270, advise when you're established on a 270 heading. N3670D acknowledges transmission. W issues N3670D the latest weather for the Anderson Regional Airport. N3670D acknowledges transmission.

1633 W issues a heading to N3670D to turn right heading 310.

FAA Form 8020-6-1

22-001-GSP

N3670D

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 04, 2022	REPORT NO. 22-001-GSP
	NAME OF REPORTING FACILITY Greer ATCT (GSP)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1634 N3670D acknowledges transmission. W clears N3670D for the ILS Runway 5 approach.

1635 N3670D acknowledges transmission.

1636 W transmits to N3670D to stop your turn maintain 3000. W transmits to N3670D, if you hear Greer approach stop your turn. Transmission unintelligible. W transmits to N3670D, I hear you trying to check on maintain 3000 and if you're able stop your turn. The Operations Supervisor, from the Radar South position (S) transmits to N3670D, on the Emergency Frequency to stop your turn, climb and maintain 3000 (This information is repeated 2 times).

1637 Greer Radar Flight Data (ADDD) calls the Anderson County Emergency Services and advises them of the presumed plane crash. Provides position coordinates of the last radar contact location and type of aircraft. Anderson County Emergency Services transfers the call to Hart County Emergency Services because it appears the crash happened in their jurisdiction. ADDD provides the Hart County Emergency Services the same information. The Operations Supervisor at the Radar South position transmits to N3670D on the Emergency Frequency to see if the aircraft can hear the transmission. No response from N3670D.

1639 Atlanta Center Valley Sector coordinates information for another aircraft and W advises Atlanta Center to cancel the block at Anderson Airport for N3670D and that they are not sure what happened to the aircraft and that the aircraft may have crashed. Valley Sector acknowledges coordination.

1640 W transmits to N3670D that radar contact lost. No response from N3670D.

1642 The Operations Supervisor at the Radar South position transmits to N3670D on the emergency frequency. No response from N3670D.

1644 W Position Relief Briefing in progress, advises incoming controller that N3670D presumably crashed and that Radar Data position are currently phoning emergency services.

 No More Follows