



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

REPORT DATE

April 26, 2022

REPORT NO.

22-001-ZDC

NAME OF REPORTING FACILITY

Chicago ARTCC (ZAU)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 16, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1341 ZAU did not provide any services to N3618W. Radar data from 2130 to 2229 UTC was requested to support the aircraft accident package.

No More Follows



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REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

April 26, 2022

REPORT NO.

22-001-ZDC

NAME OF REPORTING FACILITY

Fort Wayne ATCT (FWA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
April 16, 2022

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2147 Grissom Air Reserve Base Air Traffic Control (GUS) approval requests (apreq) with Fort Wayne Approach West Radar (WR) for N3618W to be at 9000 feet and direct to Martin State Airport (MTN). WR approves apreq.

2150 N3618W checks on with WR and advises at 4200 feet climbing to 9000 feet. WR acknowledges and advises Fort Wayne altimeter is 30.03. N3618W copies with altimeter readback.

2208 WR advises N3618W to switch to Columbus Approach (CMH) on frequency 118.42. N3618W copies with correct readback.

No More Follows



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REPORT DATE

April 25, 2022

REPORT NO.

22-001-ZDC

NAME OF REPORTING FACILITY

John Glenn Columbus ATCT (CMH)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
April 16, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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2209 N3618W checked in with Columbus Approach Middletown (MR) sector level at 9000 feet. The MR controller gave N3618W the Dayton altimeter of 30.01.

2227 The MR controller advised N3618W to contact Columbus Approach on 125.95. N3618W acknowledged the frequency change. N3618W checked on with Columbus Approach North (NR) sector level at 9000 feet. The NR controller gave N3618W the Columbus altimeter of 29.99.

2248 The NR controller advised N3618W to contact Indianapolis Center on 124.45. N3618W acknowledged the frequency change.

No More Follows



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REPORT DATE

April 21, 2022

REPORT NO.

22-001-ZDC

NAME OF REPORTING FACILITY

Indianapolis ARTCC (ZID)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
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2248 N3618W called on the Indianapolis Air Route Traffic Control Center (ZID) Parkersburg Low Sector frequency at 9,000 feet. The ZID Parkersburg Low Radar Controller (R24) acknowledged the call and gave the Zanesville, OH altimeter setting. N3618W acknowledged the altimeter.

2257 R24 switched N3618W to the Cleveland Air Route Traffic Control Center frequency. N3618W acknowledged the frequency change.

No More Follows



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REPORT DATE

April 21, 2022

REPORT NO.

22-001-ZDC

NAME OF REPORTING FACILITY

Cleveland ARTCC (ZOB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
April 16, 2022

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2258 N3618W checks in with the Indianhead sector (IHD R53) located at the Cleveland Air Route Traffic Control Center (ZOB) at niner thousand feet. IHD R53 issues N3618W the Akron altimeter.

2318 N3618W requests one one thousand feet to get over some clouds out ahead. IHD R53 clears N3618W to one one thousand feet.

2322 IHD R53 advises N3618W of radar depicted precipitation and to advise if they need to deviate. N3618W advises they would like to deviate. IHD R53 clears N3618W to deviate left or right as needed.

2330 IHD R53 asks N3618W to change to another IHD R53 frequency one two four point four.

2331 N3618W checks in with IHD R53 on frequency one two four point four.

2332 IHD R53 issues radar depicted precipitation to N3618W. N3618W advises they will deviate left of course ten degrees.

2345 IHD R53 issues N3618W a frequency change to Washington Center.

No More Follows



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Pittsburgh ATCT (PIT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 16, 2022

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2310 Cleveland Center(ZOB) Morgantown Sector called Pittsburgh TRACON (PIT)
Departure South Position for a point out on beacon code 1373 (N3618W)
at 9,000 feet.

2318 Cleveland Center (ZOB) Morgantown Sector called Pittsburgh TRACON (PIT)
Departure South position requesting 11,000 for beacon code 1373
(N3618W)

No More Follows



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REPORT DATE

April 19, 2022

REPORT NO.

22-001-ZDC

NAME OF REPORTING FACILITY

Washington ARTCC (ZDC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
April 16, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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- 2346 N3618W checked in with Washington Center Blue Ridge Sector (BLR-R) at 11,000 feet, Instrument Meteorological Conditions (IMC). BLR-R acknowledged the call-up and provided the Cumberland altimeter setting of 2990 and advised of moderate precipitation to their left and right for the next 5-10 miles, otherwise pretty clear.
- 2347 N3618W stated they were losing altitude, currently at 10,700, and unable to maintain speed. BLR-R acknowledged and asked if they were in any icing. N3618W did not initially respond, and BLR-R asked again if they copied? N3618W responded that they copied and that they had lost control, and were just trying to maintain level. BLR-R responded that they saw them turn south and that there was 1 cell behind them with moderate precipitation and another cell 3 miles in front of them with moderate precipitation. If you can head eastbound there is a gap. If you head westbound just let me know. N3618W advised that they could not maintain speed and altitude, and were rolling to the right and left, and were heading 287 degrees.
- 2348 BLR-R acknowledged N3618W and asked have you received icing? Is that why you cannot maintain altitude. N3618W responded I cannot tell. BLR-R then advised N3618W that on their present heading there was no precipitation. N3618W then asked for a block altitude, that he was IMC, and at 9,100 feet and descending. BLR-R advised he didn't show any other aircraft around him and to stand by for a minute. BLR-R then approved a block altitude assignment of 5,000 feet to 9,000 feet. N3618W acknowledged and said they were going to try and make it due west.
- 2349 BLR-R advised N3618W that ATC had declared an emergency for the aircraft. N3618W acknowledged and stated they were trying to maintain directional control and descending through 7,300 feet.
- 2350 BLR-R advised N3618W that the closest airport to their position was at their 12 to 1 o'clock position and 35 miles. N3618W asked if he knew what the bases of the clouds were. BLR-R advised he didn't have anyone out there that low and to stand by so he could check.
- 2351 BLR-R asked if N3618W was flying IMC. N3618W confirmed IMC but that he was catching some ground below and trying to get down to it. BLR-R instructed N3618W to descend at your discretion; 4,900 feet that is the lowest I can get you. N3618W acknowledged. BLR-R then stated if you go below that it's fine.



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2352 N3618W stated he can see the ground and he's at 3,700 feet. BLR-R asked if he was able to maintain altitude. N3618W advised not yet. BLR-R then advised that he would try to find another airport for him. N3618W asked BLR-R did you get the airport?

2353 BLR-R advised N3618W that to the southwest about 15 miles is Garrett County, that's 2G4. N3618W advised I don't know if we can do that. BLR-R then tried to contact N3618W with no reply. BLR-R attempted contact with N3618W two more times without a reply.

2354 The radar return of N3618W disappeared from the display. Last altitude indicated was 3,200 feet. BLR-R again attempted to contact N3618W with no reply (two times).

April 17, 2022

0000 BLR-R attempted to contact N3618W again with no reply.

No More Follows