

Copy

Aircraft Accident Package

22-003-PHL

N432CP, SR22

June 01, 2022, 1927 UTC

Destroy: June 01, 2027 UTC

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 09, 2022	REPORT NO. 22-003-PHL
	NAME OF REPORTING FACILITY Myrtle Beach ATCT (MYR)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 01, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1629 N432CP called East Radar (ER) on the recorded line from the ground requesting clearance from the Georgetown, SC Airport (GGE) to the Wings Field Airport, Philadelphia, PA (LOM). ER issued clearance to N432CP. N432CP read back clearance.

1630 ER acknowledged the correct read back. ER released N432CP for departure off of GGE with a clearance void time of five (5) minutes and instructed N432CP to call back within ten (10) minutes if not airborne with intentions.

1632 N432CP reported off of GGE climbing through 380 feet for 2,000 feet.

1633 ER instructed N432CP to ident and issued the altimeter. ER radar identified N432CP one (1) mile northeast of GGE. ER instructed N432CP to proceed on course, climb and maintain 10,000 feet.

1637 ER instructed N432CP no delay through 5,000 feet.

1644 ER instructed N432CP to contact Jacksonville Center on 134.37. N432CP acknowledged.

No More Follows



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

REPORT DATE

June 30, 2022

REPORT NO.

22-003-PHL

NAME OF REPORTING FACILITY

Jacksonville ARTCC (ZJX)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 01, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1633 Myrtle Beach TRACON (MYR) initiated the handoff to Jacksonville ARTC Center, Florence Radar sector (R71) for N432CP/S22T climbing out of 600 feet.

1637 R71 accepted the handoff on N432CP.

1645 N432CP established communications with R71 leaving 8,600 feet for 11,000 feet. R71 acknowledged, issued a climb to 11,000 feet, and issued the altimeter. N432CP acknowledged and advised leaving 8,700 feet for 11,000 feet.

1649 Washington Center sector 25 (W25) accepted the handoff for N432CP.

1651 R71 transferred communications for N432CP to W25 (135.3). N432CP acknowledged.

No More Follows



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

REPORT DATE

June 06, 2022

REPORT NO.

22-003-PHL

NAME OF REPORTING FACILITY

Potomac Consolidated TRACON (PCT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 01, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1759 N432CP checked on with the TAPPA control position at 11,000 feet and was issued the Richmond altimeter.

1841 N432CP was issued a frequency change to Washington Air Route Traffic Control Center.

No More Follows



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

REPORT DATE

June 06, 2022

REPORT NO.

22-003-PHL

NAME OF REPORTING FACILITY

Washington ARTCC (ZDC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 01, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1652 N432CP checked in with Washington Center (ZDC) New Bern Sector (EWN-R) level at 110. EWN-R acknowledged N432CP and provided the local altimeter setting.

1723 N432CP requested a radio check. EWN-R acknowledged and provided an updated altimeter setting of 2993.

1746 EWN-R instructed N432CP to contact ZDC on frequency 132.02. N432CP acknowledged the frequency change with a good read back.

1747 N432CP checked in with ZDC Dominion Sector (DOM-R) level at 110. DOM-R acknowledged N432CP and provided the local altimeter setting of 2992.

1759 DOM-R instructed N432CP to contact Potomac Approach on frequency 126.4. N432CP acknowledged the frequency change with a good read back.

1800 N432CP communicated with Potomac Approach until they were instructed to contact ZDC at 1841Z.

1841 N432CP checked in with ZDC Casion Sector (CAS-R) level at 110. CAS-R acknowledged N432CP and provided the local altimeter setting of 2989.

1843 CAS-R instructed N432CP to descend and maintain 90. N432CP acknowledged the new altitude with a good read back.

1857 CAS-R instructed N432CP to descend and maintain 80. N432CP acknowledged the new altitude with a good read back.

1858 CAS-R verified N432CP was still navigating via V29 and if he was doing okay. N432CP confirmed he was still on V29 to Modena (MXE). CAS-R concurred that is what the flight plan showed. CAS-R then instructed N432CP to contact Dover Approach on frequency 132.42. N432CP acknowledged the frequency change with a good read back.

No More Follows



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

REPORT DATE

July 13, 2022

REPORT NO.

22-003-PHL

NAME OF REPORTING FACILITY

Philadelphia ATCT (PHL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 01, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1905 N432CP checks in with South Departure (SD) leaving 5,200 feet for 5,000 feet. SD advises N432CP no weather available at (LOM) Wings Field, expect visual approach, gave current altimeter two niner eight six (29.86) and to fly heading three four zero (340) vectors for traffic. SD asked the aircraft to reset transponder squawk seven one seven three.

1908 SD gave N432CP a heading of three five five (355).

1910 SD told N432CP to contact North Departure (ND). N432CP checked in with ND.

1911 N432CP checked in a second time with ND. ND acknowledged him.

1912 N432CP requested vectors for the area navigation (RNAV) Runway 06 approach into LOM. SD told N432CP to proceed direct Modena (MXE) Very High Frequency Omni-Directional Range (VOR). He will start the approach from there.

1915 ND told N432CP to descend to 4,000 feet and to expect an approach clearance after MXE.

1917 ND descended N432CP to 3,000 feet and was told to contact approach on one two three point eight (Yardley sector ARD). N432CP checked in with ARD and reported descending from 3,900 feet to 3,000 feet. ARD gave N432CP a MXE crossing restriction at or above 3,000 feet and cleared him for the RNAV Runway 06 approach.

1918 N432CP read back the RNAV Runway 06 approach clearance correctly.

1921 N432CP appeared to the controller that he was Eastbound, not on the approach. The controller asked the pilot if he wanted to be vectored to start the approach again. N432CP asked the controller to say again his last transmission. ARD then noticed N432CP was correcting his position and appeared to be back on the RNAV Runway 06 approach.

1923 ARD advised N432CP there was no traffic between them and the airport and told him to report IFR cancelation in the air or on the ARD freq. N432CP then said he will cancel IFR so ARD told him to squawk VFR (1200) and frequency change approved.

1926 N432CP continued VFR (visual flight rules) towards LOM until about 6.5



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

REPORT DATE

July 13, 2022

REPORT NO.

22-003-PHL

NAME OF REPORTING FACILITY

Philadelphia ATCT (PHL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

miles Southeast of LOM where the aircraft appeared to descend and turn to the right.

1927 RADAR was lost on N432CP at 600 feet turning Southbound.

No More Follows