



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

REPORT DATE

August 04, 2022

REPORT NO.

22-001-RDU

NAME OF REPORTING FACILITY

Fayetteville (NC) ATCT (FAY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
July 29, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1811 SHADY02 called Fayetteville approach (FAY AP) declaring an emergency after reporting loss of their right wheel and would like to proceed to Raleigh Durham Airport (RDU).
- 1812 FAY AP verified if SHADY02 wanted to go to Raleigh Executive Airport or RDU, in which SHADY02 said that they wanted to land at RDU. FAY AP cleared SHADY02 to RDU.
- 1813 FAY AP asked SHADY02 for more information on souls on board, home base, and fuel remaining in time. SHADY02 responded with Rocky Mount Wilson Airport (RWI) as home base, 2 souls on board, and 4 hours of fuel remaining.
- 1814 FAY AP clarified the nature of the emergency by asking SHADY02 to verify the right wheel came off or was damaged. SHADY02 clarified that the right wheel came off. FAY AP advised that they would pass the information on to Raleigh Approach Control (RDU AP) and to advise FAY AP if they needed additional assistance prior to being handed off to RDU AP.
- 1818 FAY AP asked SHADY02 to change transponder and squawk 4662. SHADY02 responded squawk 4662 SHADY02. FAY AP asked SHADY02 if they lost the wheel trying to land at PK Airpark (5W4). SHADY02 said they were operating in the RAEFORD WEST DROP ZONE. N617XP asked FAY AP to relay to SHADY02 that they found the right wheel assembly and would transport it to 5W4. SHADY02 told FAY AP that they received the message.
- 1819 FAY AP asked SHADY02 to clarify if they tried to land at RAEFORD WEST. SHADY02 responded that they did try to land but struck the ground hard and in turn went around and the wheel came off. FAY AP acknowledged.
- 1820 FAY AP informed SHADY02 that they had a phone number for them to call after they landed at RDU. SHADY02 acknowledged and received the phone number from FAY AP.
- 1822 RDU approach called FAY AP and requested more information on SHADY02 and their intentions.
- 1823 FAY AP changed SHADY02 to frequency 125.17. SHADY02 changed to 125.17 and checked in. FAY AP gave SHADY02 the FAY altimeter. FAY AP asked SHADY02 how they intended to land. SHADY02 responded that they would put flaps at 100 and get as low as they could and put it on the belly.



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Fayetteville (NC) ATCT (FAY)

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1825 FAY AP switched SHADY02 to RDU approach 125.3 frequency and SHADY02 acknowledged.

1826 RDU approach verified the right wheel fell off of SHADY02.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE August 10, 2022	REPORT NO. 22-001-RDU
	NAME OF REPORTING FACILITY Raleigh ATCT (RDU)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
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1820 Initial coordination from Fayetteville (FAY) North Radar Controller 125.17 with RDU South Departure Controller, (SDR), 125.3 reference SHADY02, C212, visual flight rules, VFR. FAY stated SHADY02 was operating near PK Airpark, did a hard landing, and lost a wheel. SHADY02 was an emergency inbound to RDU.

1826 SHADY02 checked on to RDU SDR at 3500. SDR issued RDU altimeter 2997. SHADY02 acknowledged. SDR asked if SHADY02 could accept Runway 32. SHADY02 told SDR to stand by. SHADY02 then informed SDR he would prefer to take one of the main runways. SDR assigned Runway 23L. SHADY02 acknowledged.

1829 SHADY02 began slowly climbing. SDR instructed SHADY02 to fly heading 050. SHADY02 acknowledged.

1831 SHADY02 stoped climbing; altitude now indicated 4200.

1832 SHADY02 began descending; altitude now indicated 3900. SHADY02 informed SDR that his co-pilot had just run out the back of the plane. SDR asked SHADY02 to repeat. SHADY02 said he just ran out the back of the plane. SDR asked if he doesn't have a co-pilot. SHADY02 replied no, he just jumped out the back of the plane. SDR acknowledged. SHADY02 asked SDR if he should circle where the co-pilot leapt. SDR asked SHADY02 to repeat. SHADY02 asked if SDR needed him to circle where the co-pilot ran out and then inquired if RDU had him on track. SDR informed SHADY02 that he had him on track and asked if he needed something else. SHADY02 said no, the dude literally jumped out the back of the plane without a parachute.

1833 SDR asked SHADY02 if he needed to do something else. SHADY02 stated he needed to land, and that he was making us aware that there will be a dead body just behind his current location and stated that he just jumped out the back of the plane. SDR acknowledged and instructed SHADY02 to continue flying heading 050; SHADY02 acknowledged.

1835 SDR instructed SHADY02 to fly heading 030; SHADY02 acknowledged. SDR informed SHADY02 that there were about 3 arrivals inbound and that he might need to be vectored slightly. SHADY02 stated that it was not a problem since he had fuel. SDR acknowledged and asked SHADY02 if he wanted to do a fly-by or to land. SHADY02 stated he wanted to do a fly-by and then come in and land. SDR acknowledged.



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Raleigh ATCT (RDU)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 1837 SDR switched SHADY02 to the RDU East Arrival Controller, (EAR) on frequency 124.95; SHADY02 acknowledged. SHADY02 checked on to EAR heading 030, 3500 feet. EAR instructed SHADY02 to turn left heading 330 and maintain VFR at or below 3000. SHADY02 acknowledged.
- 1838 EAR instructed SHADY02 to enter the left base for Runway 23L and not overfly the final for other traffic inbound to the parallel runway. SHADY02 acknowledged Runway 23L and stated he would do a low approach. EAR acknowledged and switched SHADY02 to frequency 134.3, shared emergency frequency used by Tower Local Control East, (TLC). SHADY02 acknowledged.
- 1840 SHADY02 checked on frequency 134.3. TLC cleared SHADY02 to land Runway 23L, issued the wind 240@9, and then re-cleared SHADY02 for the option. SHADY02 stated he would do a low approach on Runway 23L and then come back in to land.
- 1843 SHADY02 stated they were executing the low approach, going around, and making left traffic back inbound for Runway 23L. TLC instructed SHADY02 to make left closed traffic at their discretion and that their right landing gear appeared up. SHADY02 responded in the affirmative and stated that it was a fixed gear and that it was missing altogether.
- 1844 TLC cleared SHADY02 to land Runway 23L, issued the wind 270@10, and informed that emergency vehicles were standing by. SHADY02 acknowledged.
- 1850 RDU Airport was in Alert III status. TLC informed SHADY02 he could communicate with emergency vehicles on frequency 134.3. SHADY02 acknowledged, stated the engines were shut down, and that he was okay. TLC acknowledged.
- 1852 TLC asked SHADY02 if he were in communication with the emergency vehicles. No reply was received.

No More Follows



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Washington ARTCC (ZDC)

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1850 ZDC did not provide any services to SHADY02. Radar data from 1822Z to 1900Z was requested to support the aircraft accident package.

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