

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT				REPORT DATE October 14, 2022		REPORT NO. 22-002-ORL	
				NAME OF REPORTING FACILITY Orlando Executive ATCT (ORL)			
1. AIRCRAFT IDENTIFICATION AND TYPE N43RG, DA42		2. DATE/TIME OF ACCIDENT (UTC) September 1, 2022; 2100 UTC		3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Orlando, FL			
4. NATURE OF ACCIDENT Aircraft was taxiing for departure on Taxiway Alpha 7 when a gust of wind flipped the aircraft over.				LATITUDE/LONGITUDE (OPTL) N28 32 37.6300 W081 20 10.8500			
				5. TYPE OF FLIGHT IFR Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Michael Hechler	Pilot	New Smyrna Beach, FL		X		
7. PASSENGER DATA		NUMBER ABOARD 1 AIRCRAFT	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 1		
8. AIRCRAFT DAMAGE Substantial				9. PROPERTY DAMAGE None			
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT ORLANDO METAR - 2059 UTC: wind one zero zero at three two gusts five four, wind variable between zero six zero and one three zero, visibility one-quarter statute miles, runway seven visual range variable between four hundred and more than six thousand feet, thunderstorm, heavy rain, fog, one thousand seven hundred scattered, ceiling two thousand nine hundred broken, six thousand overcast, temperature two three, dew point two one, altimeter three zero zero zero						
	FIRST REPORT SUBSEQUENT TO ACCIDENT ORLANDO SPECI - 2108 UTC: wind variable at five gusts four nine, visibility one-quarter statute miles, runway seven visual range variable between four hundred and six thousand feet, thunderstorm, heavy rain, ceiling one thousand six hundred broken, two thousand nine hundred broken, four thousand overcast, temperature two six, dew point one nine, altimeter two nine nine five						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS			
	Kristafer Kollmann *(KK)	ORL ATCT	GC GC				
	Andrew Brown (AB)	ORL ATCT	LC LC				
	Kathleen Hobbs (KH)	ORL ATCT	LC LC				
	David Thomas (TB)	ORL ATCT	LC LC				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Rodney Taylor				RODNEY J TAYLOR Digitally signed by RODNEY J TAYLOR Date: 2022.10.14 15:18:26 -04'00'			



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

REPORT DATE

October 12, 2022

REPORT NO.

22-002-ORL

NAME OF REPORTING FACILITY

Orlando Executive ATCT (ORL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 01, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2037 N43RG made initial contact with Orlando Executive Airport Traffic Control Tower (ORL) Ground Control (GC) ready for clearance. GC acknowledged and cleared N43RG as filed. N43RG correctly read back their clearance.

2040 N43RG called GC ready for taxi. GC taxied N43RG to Runway 7 at Taxiway Alpha 7.

2041 GC advised N43RG that they were working on broadcasting new and updated weather. GC then, verbally issued the current weather and field conditions to N43RG.

2048 N43RG advised GC they were going to remain in the Taxiway Alpha 7 hold area for a couple minutes to see if they could wait for the weather to pass.

2051 GC updated N43RG of the current winds on the field.

2053 GC reached out to N43RG asking if they were okay out there? N43RG replied that they were doing okay.

2054 GC updated N43RG of the current field wind.

2056 Greater Orlando Airport Authority (GOAA) Operations 1-9 (OPS2) called GC asking about what the winds were showing in the Tower. GC provided OPS2 the winds and GC said they were cutting a new weather observation.

2057 OPS2 and GC both reached out to N43RG and there was no response.

2058 GC advised OPS2 they couldn't see anything out of the windows. GC again reached out to N43RG to make sure they were okay. ORL Local Control (LC) also reached out to N43RG and there was no response.

2100 GC advised OPS2 there was still no response from N43RG and that he was at Taxiway Alpha 7.

2102 OPS2 asked GC if they were able to see anything.

2103 GC told OPS2 that the Tower was trying to identify and confirm what they were seeing out of the windows. OPS2 advised GC that they received reports of a flipped aircraft on the Atlantic Ramp.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 12, 2022	REPORT NO. 22-002-ORL
	NAME OF REPORTING FACILITY Orlando Executive ATCT (ORL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2104 GC advised OPS2 that they were going to ring the crash phone.

2105 GC instructed OPS2 to proceed to Hold 1. OPS2 verified with GC that Orlando Fire Department (CRASH6) was called. OPS2 confirmed there was a flipped DA-42 aircraft. All airport operations were ceased. OPS2 confirmed there was a flipped DA-42 aircraft and no individuals were outside.

2106 OPS2 reported there were two injuries, both occupants were trapped and one possible fatality.

2107 CRASH6 proceeded to the accident site.

2108 LC coordinated with Central Florida Terminal Radar Approach Control Facility (F11 TRACON) to stop all arrivals inbound to ORL. CRASH6 asked OPS3 could they confirm if the pilot was out of the aircraft? OPS3 responded that there were people still on board.

2110 LC provided F11 an update of the current situation on the field.

2113 CRASH6 asked GC permission for the engine to head to the crash scene. GC granted permission. OPS9 reiterated that the Airport was closed and that they have the field.

2115 F11 called LC inquiring about the accident.

2127 OPS9 advised LC they were reopening a couple areas on the field, including Runway 7/25. OPS9 continued to keep the Taxiways of the accident area closed. OPS9 said they would put out a Notice to Air Missions (NOTAM).

2128 CRASH6 called LC and they had one rescue unit exiting to the west ramp.

2129 From 2129-2142Z LC and F11 were discussing the accident, LC did not have any specific information to forward.

2154 OPS2 asked GC what time they arrived on scene of the accident aircraft.

2210 GC asked Ops2 if there was any ground damage and OPS2 advised they completed a post storm inspection and there was no storm damage.

2214 OPS2 advised GC they were going to start placing barricades on the field.

2224 CRASH6 advised units will be exiting the scene.



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

REPORT DATE

October 12, 2022

REPORT NO.

22-002-ORL

NAME OF REPORTING FACILITY

Orlando Executive ATCT (ORL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2325 CRASH6 advised GC that two investigators needed access to the scene.

September 02, 2022

0034 The medical examiner arrived and proceeded to the accident scene.

0036 OPS2 notified CRASH6 that they were about to lift the accident aircraft.

No More Follows