



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

REPORT DATE

September 19, 2022

REPORT NO.

22-002-ISM-FCT

NAME OF REPORTING FACILITY

Opa Locka FCT (OPF)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 09, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1803 N77VJ called Opa Locka Tower (OPF) Ground Control (GC) and requested Instrument Flight Rules (IFR) clearance to Kissimmee Airport. GC issued N77VJ a clearance to Kissimmee Airport via the Flamingo One Departure, WAPOM transition then as filed. The clearance included instructions to climb and maintain 2,000 feet then expect 16,000 feet ten minutes after departure, the Miami Departure frequency 128.6, and squawk code 7447. N77VJ acknowledged GC and read the clearance back correctly.

1804 GC instructed N77VJ to taxi to Runway 27R via Taxiway Papa and November 8. N77VJ acknowledged.

1805 GC instructed N77VJ to remain on GC frequency until advised. N77VJ acknowledged.

1810 GC instructed N77VJ to contact OPF Local Control (LC). N77VJ acknowledged.

1812 N77VJ contacted LC for departure from Runway 27R. LC cleared N77VJ for takeoff Runway 27R with a 300 degree heading. N77VJ acknowledged.

1814 LC instructed N77VJ to contact Miami Terminal Approach Control (TRACON) Departure. N77VJ acknowledged.

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Kissimmee FCT (ISM)

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- 1857 N77VJ made initial contact with Kissimmee (ISM) Local Control (LC) and was on a Global Positioning System (GPS) approach to Runway 33. LC requested N77VJ to report Kissimmee Airport in sight. LC advised N77VJ to expect a circling approach to Runway 24 and issued weather information. N77VJ acknowledged.
- 1858 N77VJ requested Runway 33. LC responded N77VJ with the option of runway for landing and issued wind information. No acknowledgement of intentions from N77VJ.
- 1859 N77VJ made repeated broadcast of Kissimmee Airport to LC. LC responded that the N77VJ transmissions were unreadable. N77VJ repeated broadcast of Kissimmee Airport. LC acknowledged transmissions and instructed N77VJ to check altitude and airspeed. N77VJ repeated previous broadcasts. LC acknowledged transmissions and informed N77VJ of reception issue without response from N77VJ.
- 1900 LC instructed N77VJ to check altitude. N77VJ responded Kissimmee Airport. LC acknowledged without a follow-up response from N77VJ.
- 1901 Ground Control (GC) notified Osceola County Emergency Services dispatcher of an Alert 3 emergency involving a potential crash involving N77VJ via FM handheld radio (unrecorded at ISM) then informed F11 Operations Supervisor via telephone of the incident.
- 1920 Central Florida Terminal Radar Approach Control (TRACON/F11) called ISM Tower via telephone line regarding N77VJ, requesting information on the aircraft.
- 1921 ISM informed F11 of sequence of events involving N77VJ, noting that the pilot asked if he could have a straight in approach to Runway 33, LC gave the pilot the option to do so without response, and shortly thereafter repeatedly making a blind broadcast, stating Kissimmee Airport not Tower, on LC frequency with LC acknowledging every transmission, without response from N77VJ.
- 1922 ISM informed F11 that Osceola County Sheriff's Office overheard Emergency Response initiation over handheld radio and utilized a flight tracking application along with witness reports of a parachute in the water to determine the location of N77VJ.
- 1923 ISM informed Osceola County Emergency Dispatch of N77VJ intentions to



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Kissimmee FCT (ISM)

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land at ISM via approach to Runway 33 and recounted the event of the arrival to the airport, noting the unreadable radio calls. ISM provided dispatcher information about the parachute system equipped on N77VJ, and queried information on exact position of N77VJ.

1926 Osceola County Dispatch notified ISM, that there were three passengers onboard N77VJ, all receiving minor injuries. Last transmission received regarding N77VJ.

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REPORT DATE

September 16, 2022

REPORT NO.

22-001-F11

NAME OF REPORTING FACILITY

Miami ATCT (MIA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 09, 2022

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1813 N77VJ contacted the Fort Lauderdale South Arrival (Z) Radar position at 1,000 feet. The Z position radar identified N77VJ and instructed to climb and maintain 3,000 feet. N77VJ acknowledged. The Z position instructed N77VJ to contact Miami North Departure (D) Radar position 119.45. N77VJ acknowledged. N77VJ contacted the D position at 2,000 feet.

1814 The D position instructed N77VJ to climb and maintain 3,000 feet. N77VJ acknowledged. The D position instructed N77VJ to climb and maintain 5,000 feet. N77VJ acknowledged.

1816 The D position instructed N77VJ to climb and maintain 7,000 feet. N77VJ acknowledged.

1817 The D position instructed N77VJ to climb and maintain 14,000 feet. N77VJ acknowledged.

1818 The D position instructed N77VJ to turn right heading 040 degrees. N77VJ acknowledged.

1820 The D position instructed N77VJ to climb and maintain 16,000 feet. N77VJ acknowledged.

1821 N77VJ requested direct Alonzo (ALNZO). The D position approved.

1823 The D position instructed N77VJ to contact Miami Air Route Traffic Control Center (ZMA) 135.17. N77VJ acknowledged.

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	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 09, 2022

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1824 N77VJ contacted the Miami Air Route Traffic Control Center (ZMA) Aluto Radar Position (R46) level at 16,000 feet. R46 issued N77VJ the Orlando altimeter setting.

1827 R46 broadcasted on frequency that Convective Significant Meteorological Information (SIGMET) 45 Eastern, 46 Eastern and 47 Eastern were available on flight advisory frequencies.

1831 R46 instructed N77VJ to climb to 17,000 feet at the next sector's request. N77VJ acknowledged the clearance.

1832 N77VJ requested to deviate ten degrees to the right for weather. R46 approved the request and cleared N77VJ direct to RIDES when they were able. N77VJ acknowledged the clearance.

1834 R46 instructed N77VJ to contact Miami Center on frequency 126.95. N77VJ did not respond.

1835 R46 instructed N77VJ to contact Miami Center again on frequency 126.95. N77VJ acknowledged the frequency change. N77VJ contacted the ZMA Stoop Radar Position (R23) and reported that they were level at 17,000 feet. R23 acknowledged N77VJ and told them that when they were able to proceed direct to RIDES. R23 advised N77VJ that they had moderate to heavy precipitation along their route of flight. N77VJ acknowledged.

1836 R23 instructed N77VJ to fly heading 355 which was a vector for weather. N77VJ acknowledged the clearance.

1838 R23 issued N77VJ a descent to 10,000 feet. N77VJ acknowledged the clearance.

1840 R23 instructed N77VJ to descend to 8,000 feet. N77VJ acknowledged the clearance. R46 instructed N77VJ to increase their rate of descent for crossing traffic. N77VJ responded to R23 but it was unintelligible.

1841 R23 instructed N77VJ to increase their rate of descent and assigned 1,500 or 2,000 feet per minute or greater if they were able. N77VJ reported that they were descending at 1,000 feet per minute and asked R23 if that was okay. R23 asked N77VJ if they were unable to descend at a rate greater than 1,000 feet per minute. N77VJ stated that they were able to descend faster than 1,000 feet per minute and that they would increase their descent rate to 1,500 feet per minute. R23 told N77VJ



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Miami ARTCC (ZMA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
that was good.

- 1842 R23 asked N77VJ if they were able a turn to a 330 heading. N77VJ stated that they were unable to accept the heading and the rest of the transmission was unintelligible. R23 assigned N77VJ their present heading and that they could expect a turn to the northeast in approximately ten miles. N77VJ acknowledged the clearance.
- 1844 R23 issued depicted weather to N77VJ. R23 provided the location of the weather and stated that the area was ten miles in diameter with moderate, heavy and extreme in intensity. N77VJ did not respond to R23. R23 asked N77VJ if they copied the weather that was issued to them. N77VJ did not answer. R23 asked N77VJ again if they copied the weather report. N77VJ stated that they heard the report and then requested to fly a 330 heading. R23 approved their request.
- 1845 N77VJ reported to R23 that they had levelled at 8,000 feet.
- 1846 R23 reported that they heard N77VJ loud and clear and then asked N77VJ if they were able to fly a 330 heading now. N77VJ confirmed the heading to fly was 330. R23 assigned N77VJ a 320 heading instead. N77VJ reported that they would turn to a 320 heading. R23 instructed N77VJ to contact Orlando Terminal Radar Approach Control Facility (F11 TRACON) on frequency 124.8 and to advise them of their assigned heading. N77VJ acknowledged the frequency change and then repeated the assigned 320 heading.
- 1906 F11 called the ZMA Watch Supervisor in Charge (WSIC) to issue an Alert Notice (ALNOT) on an Instrument Flight Rule (IFR) aircraft. The ZMA WSIC asked F11 if they should contact Jacksonville ARTCC (ZJX) instead of ZMA. F11 stated that the location of the incident was on the boundary and that it was under ZMA airspace. F11 said that they would call ZJX if that was what ZMA wanted. The ZMA WSIC asked for the specific location of the event and F11 stated that it was south of Kissimmee. The ZMA WSIC stated that south of Kissimmee is still in ZJX airspace. F11 stated that they would call ZJX.
- 1916 The ZMA WSIC called the ZJX WSIC to inform them that F11 had called regarding an ALNOT and that they had deferred F11 to ZJX. The ZJX WSIC said that they had issued an ALNOT for N77VJ. ZJX stated that the aircraft's route of flight was Opa-Locka (KOPF) to Kissimmee (KISM). ZJX stated that it did not look like ZJX had provided services to the aircraft but that ZMA did at 8,000 feet. The ZMA WSIC stated that they would conduct an aircraft search and would call ZJX back with any information.



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22-001-F11

NAME OF REPORTING FACILITY

Miami ARTCC (ZMA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 1924 ZMA Flight Data (FD) called the ZMA WSIC to inform them that they had received an ALNOT. The ZMA WSIC asked if it was for N77VJ. ZMA FD confirmed that it was for N77VJ. The ZMA WSIC stated that she was investigating and would call ZMA FD back.
- 1929 The ZMA WSIC called ZMA FD and informed them that ZMA had provided radar services to N77VJ. The ZMA WSIC stated that ZMA transferred communications to F11 at 1846 Zulu. The ZMA WSIC stated that the aircraft was assigned a 320 heading approximately 8 miles south of the Orlando and ZMA common boundary. ZMA FD took down the information that was provided to them.
- 1931 The ZMA WSIC called the ZJX WSIC to report that ZMA had worked N77VJ and had shipped the aircraft at 1846 Zulu to F11 approximately 8 miles south of the common boundary. The ZJX WSIC stated that Kissimmee Federal Contract Tower (FCT) reported that N77VJ was on their final approach when they encountered weather and had to pull their parachute. Kissimmee FCT told the ZJX WSIC that they thought that the pilot was in the lake somewhere. The ZJX WSIC stated this was not enough information to cancel the ALNOT so they would keep the ALNOT active until the pilot was located.
- 1939 ZMA FD called the ZMA WSIC to report that the ALNOT for N77VJ had been canceled.
- 1945 The ZJX WSIC called the ZMA WSIC to inform them that the ALNOT for N77VJ had been cancelled. The ZJX WSIC stated that they found the aircraft and pilot in Lake Toho (Lake Tohopekaliga) in Osceola County, FL. The ZJX WSIC said that N77VJ had encountered weather and pulled their parachute. The ZJX WSIC stated that the status of the pilot was unknown but it was confirmed by the Osceola County Sheriff's Department that the pilot and aircraft were located.

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	NAME OF REPORTING FACILITY Central Florida TRACON (F11)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 09, 2022

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1847 N77VJ reported onto F11 Departure Radar East's (DRE) frequency at 8,000 feet heading 320. DRE advised N77VJ that Automatic Terminal Information Service (ATIS) Information Quebec was current at Kissimmee Gateway Airport (ISM), to expect the Area Navigation (RNAV) approach to Runway 33, and that there was weather near ISM and to let F11 know what their intentions were. N77VJ acknowledged.

1849 DRE advised N77VJ that there was heavy and extreme precipitation on the Runway 33 final at ISM and asked if they wanted to continue to ISM.

1850 N77VJ advised DRE that they wanted to continue for the RNAV approach to Runway 33 at ISM. DRE instructed N77VJ to descend and maintain 6,000 feet. N77VJ acknowledged. DRE switched N77VJ to F11 Satellite Radar Disney (STD) frequency. N77VJ acknowledged.

1851 N77VJ reported onto STD frequency descending out of 7,000 feet for 6,000 feet. STD informed N77VJ of scattered heavy precipitation at their 10 o'clock and 10 miles extending all the way to ISM. N77VJ acknowledged and requested the RNAV Runway 33 approach. STD issued N77VJ heading 290. N77VJ acknowledged.

1852 STD issued N77VJ heading 280 when able direct to AXMEB to join the Runway 33 final approach course. N77VJ acknowledged.

1853 N77VJ reported to STD at 6,000 feet and direct to AXMEB. STD instructed N77VJ to descend and maintain 3,000 feet. N77VJ acknowledged.

1856 N77VJ reported to STD at 3,000 feet. STD advised they would have lower soon.

1857 STD cleared N77VJ for the RNAV Runway 33 approach and told them to expect to circle to land on Runway 24. N77VJ acknowledged and requested to land straight in on Runway 33. STD instructed N77VJ to request a Runway 33 landing with ISM Tower.

1859 STD instructed N77VJ to contact ISM tower. N77VJ acknowledged.

No More Follows