

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				REPORT DATE May 1, 2023		REPORT NO. 23-001-A80	
REPORT OF AIRCRAFT ACCIDENT				NAME OF REPORTING FACILITY Atlanta TRACON (A80)			
1. AIRCRAFT IDENTIFICATION AND TYPE N123DS, C177		2. DATE/TIME OF ACCIDENT (UTC) April 26, 2023; 1828 UTC		3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Watkinsville, GA			
4. NATURE OF ACCIDENT Aircraft crashed while being vectored for an instrument approach.				LATITUDE/LONGITUDE (OPTL) N33 52 44.0000 W083 25 33.0000			
				5. TYPE OF FLIGHT IFR Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Robert Denton	Pilot	Williamsburg, MI			X	
7. PASSENGER DATA		NUMBER ABOARD 1	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 1		
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Unknown				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT ATHENS SPECI - 1759 UTC: wind zero five zero at one zero gusts one seven, visibility one zero statute miles, ceiling one thousand two hundred broken, two thousand one hundred overcast, temperature one three, dew point one one, altimeter three zero one three						
	FIRST REPORT SUBSEQUENT TO ACCIDENT ATHENS METAR - 1851 UTC: wind zero five zero at one one, visibility one zero statute miles, ceiling one thousand three hundred broken, two thousand two hundred overcast, temperature one three, dew point one one, altimeter three zero one one						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
	Rafael Naveira *(NV)	A80 TRACON	M SR				
	Ryan Smith (RT)	A80 TRACON	E SR				
	Yasha Moridi (YM)	A80 TRACON	E SR				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY Steven T. Proffitt							

FAA Form 8020-6 (12-18) Supersedes Previous Edition

Electronic Version

23-001-A80

N123DS

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

REPORT DATE

May 01, 2023

REPORT NO.

23-001-A80

NAME OF REPORTING FACILITY

Central Florida TRACON (F11)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 26, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1546 N123DS reported onto Satellite Radar Seminole's (STN) frequency climbing out of 1,500 feet for 2,000 feet. STN instructed N123DS to ident. N123DS acknowledged.
- 1547 STN informed N123DS they were in radar contact and issued a climb to 5,000 feet. N123DS acknowledged.
- 1550 STN instructed N123DS to proceed direct WORMS intersection and to climb and maintain 5,000 feet. N123DS acknowledged.
- 1552 STN asked N123DS what their airspeed would be once they leveled off. N123DS replied it would be about 120 knots.
- 1556 STN instructed N123DS to contact Daytona Beach Approach. N123DS acknowledged.

No More Follows



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

REPORT DATE

May 02, 2023

REPORT NO.

23-001-A80

NAME OF REPORTING FACILITY

Daytona Beach ATCT (DAB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 26, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1556 N123DS checks in with the Mateo Arrival Radar controller (M-AP). M-AP issues the DAB altimeter and N123DS acknowledges.

1621 M-AP instructs N123DS to contact Jacksonville Approach (JAX) on frequency 118.17. N123DS acknowledges.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 02, 2023	REPORT NO. 23-001-A80
	NAME OF REPORTING FACILITY Jacksonville ATCT (JAX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 26, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1623 N123DS was Instrument Flight Rules enroute from Leesburg International Airport (LEE) to Barrow County Airport (WDR) at 5,000 feet and checks in with Jacksonville (JAX) West radar (W) position and was issued the JAX altimeter 30.11. N123DS read back 30.01.

1632 W inquires with N123DS if they are above the clouds. N123DS responds that they were just on top of the clouds.

1633 N123DS give W a PIREP and W acknowledges the PIREP.

1638 N123DS is handed off to Jacksonville North Radar position (N) and was issued a frequency change. N123DS reads back the frequency change correctly.

1640 N123DS checks with N level at 5,000 feet. N radar issues the altimeter 30.01 and N123DS reads it back correctly.

1651 N radar handed off N123DS to Jacksonville Center (ZJX) and issues a frequency change. N123DS reads back the frequency change correctly.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 10, 2023	REPORT NO. 23-001-A80
	NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 26, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1649 Jacksonville ARTCC (ZJX) Waycross Sector (R29) accepted an automated handoff on N123DS from Jacksonville Approach (JAX).

1655 N123DS made initial contact with ZJX R29 and reported at 5000 feet. R29 acknowledged and issued the Alma, GA (AMG) altimeter as 30.04. N123DS acknowledged.

1703 R29 advised N123DS he needed to change to an even altitude and offered 4000 feet or 6000 feet. N123DS responded he wanted 6000 feet. R29 issued N123DS a climb clearance to 6000 feet. N123DS acknowledged.

1718 N123DS advised they deviated 10 degrees for a build up. R29 approved the deviation requested N123DS to advise on course. N123DS acknowledged.

1719 N123DS reported on course. R29 acknowledged.

1734 R29 completed an automated handoff on N123DS to Atlanta Approach (A80) and transferred communications to A80 frequency 124.2. N123DS acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 15, 2023	REPORT NO. 23-001-A80
	NAME OF REPORTING FACILITY Atlanta TRACON (A80)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 April 26, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
 UNLESS OTHERWISE SPECIFIED

1735 N123DS contacted Atlanta Terminal Radar Approach Control (A80) Macon Sector (M) level at 6000 feet. M issued the Macon altimeter setting. N123DS acknowledged.

1811 A80 Athens Sector (E) advised M he had crossing traffic at 6000 feet and requested N123DS be descended to 4000 feet. M instructed N123DS to descend to 4000 feet. N123DS acknowledged.

1812 M instructed N123DS no delay descending through 5000 feet and to contact E on frequency 132.47. N123DS acknowledged. N123DS contacted E descending to 4000 feet. E asked N123DS to advise when he had the weather and NOTAMS for Barrow County Airport (KWDR) and to state the instrument approach requested. N123DS requested the Area Navigation (RNAV) Runway 31 Approach.

1813 E advised N123DS to expect the RNAV Runway 31 Approach and to verify he had the weather for KWDR. N123DS stated he had the weather.

1817 E instructed N123DS to proceed direct CADEB (a fix on the RNAV Runway 31 Approach) and join the Final Approach Course. N123DS acknowledged.

1824 E informed N123DS to expect vectors to the Final Approach Course and assigned a 040 degree heading. N123DS acknowledged.

1825 E advised N123DS to expect vectors through the Final Approach Course for preceding traffic landing KWDR. N123DS acknowledged.

1826 E instructed N123DS to turn right heading 230 degrees. N123DS acknowledged.

1827 E issued N123DS a low altitude alert and an altitude assignment of 3000 feet. N123DS acknowledged.

1828 E instructed N123DS to fly heading 270. N123DS did not respond. E asked N123DS to say altitude. N123DS did not respond. E instructed N123DS to ident. E advised N123DS radar contact was lost, followed by the instruction to ident and say altitude. N123DS did not respond.

1829 E instructed N123DS to ident and say altitude. N123DS did not respond.

1832 A80 Operational Supervisor (OS) advised the Operations Manager (OM) that a simultaneous loss of radio and radar coverage had occurred with



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

REPORT DATE

May 15, 2023

REPORT NO.

23-001-A80

NAME OF REPORTING FACILITY

Atlanta TRACON (A80)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

N123DS. The OM contacted the Atlanta Air Route Traffic Control Center (ZTL) and initiated an ALNOT for this aircraft.

1835 The OM contacted the Oconee County, Georgia Sheriff's Office to advise them of a possible downed aircraft.

1845 The Oconee County Sheriff's Office contacted the A80 OM and advised they had law enforcement personnel at the scene of a suspected aircraft crash. The OM provided the aircraft's call sign for positive identification.

1854 The Oconee County Sheriff's Office contacted the OM and confirmed the downed aircraft was N123DS by visual identification of the N-Number on the wreckage.

1909 The OM contacted ZTL and cancelled the ALNOT initiated for N123DS.

No More Follows

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE May 3, 2023		REPORT NO. 23-002-LEE-FCT					
REPORT OF AIRCRAFT ACCIDENT		NAME OF REPORTING FACILITY Leesburg Regional FCT (LEE)							
1. AIRCRAFT IDENTIFICATION AND TYPE N123DS, C177		2. DATE/TIME OF ACCIDENT (UTC) April 26, 2023; 1828 UTC		3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Watkinsville, GA					
4. NATURE OF ACCIDENT Aircraft crashed in a field 6.7 miles southwest of Athens, GA Airport under unknown circumstances.				LATITUDE/LONGITUDE (OPTL) N33 52 44.0000 W083 25 33.0000					
				5. TYPE OF FLIGHT IFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN		
	Robert A. Denton	Pilot	Williamsburg, MI			X			
	Sandra Denton	Co-Pilot	Williamsburg, MI			X			
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT	0	NUMBER UNINJURED	0	NUMBER INJURED	0	NUMBER FATALITIES	0
8. AIRCRAFT DAMAGE Destroyed				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 ATHENS SPECI - 1759 UTC: wind zero five zero at one zero gusts one seven, visibility one zero statute miles, ceiling one thousand two hundred broken, two thousand one hundred overcast, temperature one three, dew point one one, altimeter three zero one three								
	FIRST REPORT SUBSEQUENT TO ACCIDENT ATHENS METAR - 1851 UTC: wind zero five zero at one one, visibility one zero statute miles, ceiling one thousand three hundred broken, two thousand two hundred overcast, temperature one three, dew point one one, altimeter three zero one one								
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS			
*OPERATING INITIALS									
13. SIGNATURE OF FACILITY MANAGER Timothy C. Myers				TIMOTHY CHARLES MYERS		Digitally signed by TIMOTHY CHARLES MYERS Date: 2023.05.03 10:29:52 -04'00'			

FAA Form 8020-6 (12-18) Supersedes Previous Edition

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23-002-LEE-FCT

N123DS



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

REPORT DATE

May 04, 2023

REPORT NO.

23-002-LEE-FCT

NAME OF REPORTING FACILITY

Leesburg Regional FCT (LEE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 26, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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- 1508 N123DS contacted Leesburg Tower (LEE) Ground Control (GC) and requested taxi to the self-serve fuel. GC instructed N123DS to the self-serve tanks and advised of additional taxiing traffic on the parallel taxiway. N123DS acknowledged.
- 1510 GC instructed N123DS to taxi onto the ramp at Alpha 3 and onto the taxiway at Alpha 1 to avoid the traffic on the parallel taxiway. N123DS acknowledged.
- 1528 N123DS contacted GC and requested an Instrument Flight Rules (IFR) clearance to Barrow County Airport, Winder, GA (WDR). GC advised N123DS that he had his clearance with additional fixes and asked if he was ready to copy. N123DS responded that he was ready. GC issued N123DS the IFR clearance to WDR.
- 1529 N123DS acknowledged GC read back the clearance and requested taxi. GC issued to N123DS the current wind, altimeter and instructed N123DS to taxi to Runway 13 via Bravo and Alpha. N123DS acknowledged.
- 1537 N123DS contacted LEE Local Control (LC) stated ready for departure. LC instructed N123DS to hold short of Runway 13. N123DS acknowledged LC and read back the hold short instructions.
- 1540 LC instructed N123DS to fly heading 090 and cleared N123DS for takeoff Runway 13. N123DS acknowledged LC however responded with a heading on 190.
- 1542 LC instructed N123DS to turn left heading 090. LC again instructed N123DS to fly heading 090 and contact Orlando Departure. N123DS acknowledged.

No More Follows