



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

REPORT DATE

May 17, 2023

REPORT NO.

23-001-ZTL

NAME OF REPORTING FACILITY

South Bend ATCT (SBN)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 07, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1952 N725AS requests his Instrument Flight Rule (IFR) clearance from South Bend (SBN) Clearance Delivery (CD) position. CD asks what the on course heading is to Jefferson, GA (JCA). N725AS replied one six eight. CD issues the clearance to N725AS. N725AS acknowledged.

1953 N725AS contacts Ground Control (GC) ready to taxi. GC issues the taxi clearance to Runway 27L via taxiway Alpha. N725AS acknowledged.

1954 GC verifies that N725AS has the current information FOXTROT. N725AS verified he did have information FOXTROT.

1957 N725AS advises Local Control (LC) he is ready to depart. LC issues a 240 heading after departure and cleared for takeoff. N725AS acknowledged.

1959 LC advises N725AS to Departure. N725AS acknowledged.

2000 N725AS contacts Approach (SL). SL radar instructs N725AS to climb to 7000' direct to his destination. N725AS acknowledged.

2009 Arrival Data (AD) gets a point out for N725AS from Fort Wayne Approach (FWA). FWA approves the point out.

2017 SL advises N725AS to contact Grissom Approach (GUS). N725AS acknowledged.

No More Follows



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REPORT DATE

May 31, 2023

REPORT NO.

23-001-ZTL

NAME OF REPORTING FACILITY

Fort Wayne ATCT (FWA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 07, 2023

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2008 South Bend calls Fort Wayne Approach for a Point-Out involving N725AS.

2009 Fort Wayne Associate answers South Bends call and approves Point-Out for N725AS.

No More Follows



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REPORT DATE

May 17, 2023

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23-001-ZTL

NAME OF REPORTING FACILITY

Indianapolis ATCT (IND)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 07, 2023

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- 2032 N725AS checked in with Indianapolis Approach Control, Departure Radar East (DRE) position at 7,000 feet. DRE acknowledged N725AS and issued them the Indianapolis altimeter setting. N725AS read back the altimeter setting and then requested an altitude change to 9,000 feet.
- 2033 DRE told N725AS to stand by. DRE contacted Grissom Radar Approach Control (GUS) and made an approval request to climb N725AS to 9,000 feet in GUS airspace. GUS approved the climb request. DRE issued N725AS a climb to 9,000 feet. N725AS read back the instructions to climb to 9,000 feet.
- 2043 DRE instructed N725AS to change to Indianapolis Approach Control frequency 124.95 Megahertz (MHz). N725AS acknowledged the frequency change. N725AS checked on to the new frequency. DRE advised N725AS that their transmission was loud and clear.
- 2055 DRE instructed N725AS to contact Cincinnati Approach Control on frequency 123.87 MHz. N725AS acknowledged the frequency change.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 22, 2023	REPORT NO. 23-001-ZTL
	NAME OF REPORTING FACILITY Cincinnati ATCT (CVG)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 07, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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2056 Cincinnati Air Traffic Control Tower (CVG ATCT) Wildcat Departure Radar Position (WDR) reached out to N725AS to see if they were on frequency. N725AS checked in at 9,000 feet. WDR acknowledged check in and gave the Cincinnati altimeter. N725AS acknowledged the altimeter.

2110 WDR pointed out N725AS to Louisville Approach. Louisville Approach accepted the point out.

2117 WDR instructed N725AS to contact Lexington Approach on 120.15. N725AS read back the frequency change correctly.

No More Follows



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REPORT DATE May 18, 2023	REPORT NO. 23-001-ZTL
NAME OF REPORTING FACILITY Louisville/Standiford ATCT (SDF)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 07, 2023

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2110 Cincinnati Approach Control (CVG) called Louisville Approach Control
(SDF) Arrival Radar One (AR1) position and requested a point out on
N725AS. SDF AR1 approved the point out.

No More Follows



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REPORT DATE May 18, 2023	REPORT NO. 23-001-ZTL
NAME OF REPORTING FACILITY Lexington ATCT (LEX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 07, 2023

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2118 N725AS checked in with Lexington (LEX) Airport Traffic Control Tower (ATCT) Radar East (RE) position.

2119 RE acknowledged N725AS and issued the Lexington Altimeter. N725AS read back correct.

2128 Position Relief Brief (PRB), the Specialist being Relieved told the Relieving Specialist about N725AS at niner thousand feet.

2141 RE advised N725AS of the weather on flight path.

2142 N725AS asked to deviate around weather. RE asked N725AS if they wanted to deviate on their own or if they were requesting a vector. N725AS requested a vector. RE issued N725AS a 1-9-0 heading. N725AS read back correct. RE coordinated with Indianapolis Air Route Traffic Control Center (ZID) London LO sector about N725AS heading and gave London LO control.

2143 RE switched N725AS to ZID London LO frequency. N725AS read back correct.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 18, 2023	REPORT NO. 23-001-ZTL
	NAME OF REPORTING FACILITY Indianapolis ARTCC (ZID)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 07, 2023

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2058 Cincinnati (CVG) Airport Traffic Control Tower (ATCT) initiated a point out with Indianapolis Air Route Traffic Control Center (ZID) Sector 18 on N725AS. ZID Sector 18 Radar Associate (D18) approved the point out.

2142 Lexington (LEX) ATCT called Sector 21 to coordinate that N725AS was on a 190 heading for precipitation and to release control of N725AS. ZID Sector 21 Radar Associate (D21) answered the call and acknowledged the information.

2143 N725AS called on the ZID Sector 21 frequency at 9,000 feet. ZID Sector 21 Radar (R21) acknowledged the call and issued the London, KY altimeter. N725AS acknowledged the altimeter. R21 described moderate to heavy precipitation along the route of flight to N725AS.

2144 N725AS acknowledged the information.

2145 R21 cleared N725AS to deviate left and right of course then when able proceed direct destination. N725AS acknowledged the clearance.

2208 R21 switched N725AS to the Atlanta Air Route Traffic Control Center frequency. N725AS acknowledged the frequency change.

 No More Follows



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

REPORT DATE

June 06, 2023

REPORT NO.

23-001-ZTL

NAME OF REPORTING FACILITY

Knoxville ATCT (TYS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 07, 2023

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2214 N725AS checks in with Knoxville Radar West (RW) and is issued WX 30-40 miles south of his position.

2217 N725AS asks if an altitude of 12,000 will get him over the top of the precipitation. RW responds negative. N725AS replies he is "doing fine right now."

2219 RW asks N725AS if he has on board weather. N725AS replies "affirmative." RW approves deviation but N725AS requests vectors to the west of the precipitation. RW issues 190 heading.

2221 RW issues N725AS a 210 heading.

2228 RW issues N725AS a 200 heading.

2234 RW issues N725AS a 180 heading and tells N725AS to disregard the 180 heading and continue on a 200 heading.

2236 RW issues N725AS a 230 heading.

2238 RW issues N725AS an area of precipitation off his left wing and advises that once he is past that precipitation, he will be back on course.

2239 RW clears N725AS direct to Jackson County Airport.

2243 RW switches N725AS to Atlanta ARTCC (ZTL) North Departure.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 31, 2023	REPORT NO. 23-001-ZTL
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 07, 2023

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2209 N725AS checked onto ZTL Hinch Mountain Sector 41 (R41) at 9,000 feet. R41 acknowledged N725AS with the Knoxville (TYS) altimeter. N725AS acknowledged. R41 informed N725AS of the depicted weather with a clearance to deviate then destination when able.

2212 R41 issued N725AS the TYS altimeter again, and advised the aircraft their Mode-C showed 300 feet high. N725AS replied with the altimeter and stated they were getting bounced around up here. R41 told N725AS to let him know if a new altitude was needed. N725AS stated the aircraft was fine there and that it probably was not better anywhere else. R41 agreed and re-stated to let him know if he needed to change altitudes.

2213 R41 switched N725AS to TYS approach frequency. N725AS acknowledged.

2244 N725AS checked on R41 at 8,900 feet. R41 acknowledged and issued Chattanooga (CHA) altimeter. N725AS acknowledged.

2245 R41 asked N725AS for his assigned altitude. N725AS responded and advised R41 of turbulence. R41 advised N725AS of the weather depicted in the vicinity.

2248 R41 called N725AS and N725AS responded. R41 questioned N725AS's altitude and course. R41 called N725AS two more times with no response.

2249 R41 asked PDT6124 to transmit to N725AS and R41 discussed how the datablock for N725AS dropped off of the radar scope during the Position Relief Briefing.

2250 R41 called CHA and asked if N725AS was visible on their radar and CHA replied no. PDT6124 stated no response on frequency from N725AS.

2252 R41 called N725AS two more times. The ZTL Operations Manager In Charge position (OMIC) began the Alert Notice (ALNOT) procedures and initial notifications.

2253 R41 called N725AS again. R41 asked N518C to transmit for N725AS. N518C called N725AS twice with no response.

2255 R41 called N725AS several times.

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	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2259 ZTL Area Seven Supervisor (A7SUP) initiated calls to the Martin Campbell Field (1A3) Airport, Flight Service and the Jackson County Airport (1A7) for assistance in search and rescue.

2304 The ALNOT for N725AS was issued.

2306 Multiple calls were made and received regarding the search and rescue efforts for N725AS.

2341 Polk County Sheriff notified OMIC that a wing had been found but there was no confirmation that it was N725AS.

May 08, 2023

0239 OMIC was notified that the crash was confirmed.

0252 ALNOT cancelled.

No More Follows