

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 23, 2023	REPORT NO. 23-002-ZBW
	NAME OF REPORTING FACILITY Boston ARTCC (ZBW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 28, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1827 JUMP2 checked on the ZBW Delancey Sector radar position (R24) frequency. R24 asked JUMP2 to verify they were on code 7301 and requested the altitude they were climbing to. JUMP2 reported affirmative and climbing to 11,000'. R24 instructed JUMP2 to report two minutes prior to the jump and advised he would have him in radar contact shortly. JUMP2 acknowledged.

1828 R24 provided JUMP2 with a position report and radar identified the aircraft. R24 requested JUMP2 to report before changing to the advisory frequency.

1829 JUMP2 acknowledged.

1841 JUMP2 reported two minutes prior to the jump. R24 acknowledged JUMP2 and issued a parachute jumper activity broadcast over the Norwich Airport (OIC) in two minutes at 11,500' Visual Flight Rules.

1842 R24 position relief briefing discussed jump activity by JUMP2 in one minute and possible future jumps.

1844 JUMP2 reported jumpers away. R24 acknowledged.

1846 JUMP2 requested frequency change. R24 approved JUMP2's frequency change.

1949 Approach Control at Binghamton Air Traffic Control Tower (BGM) contacted the ZBW Operations Manager-in-Charge position (OMIC).

1950 BGM asked the OMIC if ZBW had worked N8775X near OIC conducting skydive operations. The OMIC was unsure. BGM reported they received a report from the Chenango County Sheriff's Department that N8775X had crashed with one fatality. The OMIC advised he had nothing in the system and requested any other known information. BGM reported to the OMIC that he was told that N8775X crashed in the Plymouth area near Country Road 44.

1951 BGM reported to the OMIC the closest intersecting road was Ashcraft. BGM advised that the skydivers had jumped and the pilot remained with the aircraft. BGM informed the OMIC that something had occurred with the engine and the plane crashed north of OIC. The BGM Air Traffic Manager (BGM ATM) called the OMIC to report the accident near OIC. The OMIC and BGM discussed the identifier for the Norwich Airport and its location within ZBW airspace. BGM provided the OMIC with the Chenango

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JUMP2

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County Sheriff Department phone number.

1952 The OMIC acknowledged BGM. The BGM ATM advised the OMIC that the pilot cut the engine when the skydivers were away and could not restart it. The BGM ATM reported the pilot had passed and verified that ZBW would take over the accident. The OMIC acknowledged that ZBW would work the accident.

1954 The OMIC contacted the New York Center Operations Manager-in-Charge position (ZNY) and discussed their shared boundary near OIC.

1955 The OMIC advised that N8775X crashed in the vicinity and queried ZNY if they had worked N8775X. ZNY reported he would investigate.

1958 ZNY called the OMIC and reported that he had nothing in the system for N8775X.

2005 The OMIC contacted the Chenango County Dispatch to verify details and location of N8775X.

2006 The Chenango County Dispatch confirmed the crash site was near County Road 44 and Ashcraft Road. The Chenango County Dispatch verified individuals were on scene and more were en route.

2007 The Chenango County Dispatch informed the OMIC the owners were on the scene as well.

2008 The OMIC was provided the time of the accident as 1454 local and the latitude and longitude coordinates of the patrol vehicles on scene.

2010 The OMIC contacted the Regional Operations Center (ROC) and discussed the details regarding the fatal accident involving N8775X.

2011 The ROC and the OMIC discussed the possible engine issue and subsequent accident documentation to complete. The ROC advised the OMIC that BGM had contacted the Joint Air Traffic Operations Command (JATOC) Safety Event Network (JSEN) and was instructed to complete FAA Form 8020-9. The ROC advised ZBW that it would be up to either facility to complete the form.

2016 BGM contacted the OMIC and the OMIC advised BGM that he would complete FAA Form 8020-9.

No More Follows



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(Continuation Sheet)

REPORT DATE

June 22, 2023

REPORT NO.

23-002-ZBW

NAME OF REPORTING FACILITY

Binghamton ATCT (BGM)

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BGM did not provide services to JUMP2, but retains data.

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