

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				REPORT DATE February 13, 2023		REPORT NO. 23-001-ZMA	
REPORT OF AIRCRAFT ACCIDENT				NAME OF REPORTING FACILITY Miami ARTCC (ZMA)			
1. AIRCRAFT IDENTIFICATION AND TYPE N824BC, C340		2. DATE/TIME OF ACCIDENT (UTC) January 3, 2023; 1622 UTC		3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Salt Cay, TC			
4. NATURE OF ACCIDENT Aircraft reported losing altitude and crashed into the water 13.78 Miles East of Salt Cay, Turks and Caicos.				LATITUDE/LONGITUDE (OPTL) N21 17 25.5840 W070 57 29.3508			
				5. TYPE OF FLIGHT IFR Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Unknown	Pilot	Unknown, Unk		X		
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT	3	NUMBER UNINJURED	0	NUMBER INJURED	3
				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 PROVIDENCIALES METAR - 1600 UTC: wind one three zero at eight, visibility ten kilometers or more, one thousand five hundred scattered, temperature two eight, dew point two zero, altimeter one zero two zero millibars						
	FIRST REPORT SUBSEQUENT TO ACCIDENT TURKS ISLAND METAR - 1700 UTC: wind zero eight zero at eight, visibility ten kilometers or more, few clouds one thousand five hundred, towering cumulus, four thousand scattered, temperature two seven, dew point one nine, altimeter one zero two one millibars						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
	Brenson J Parks *(BP)	ZMA ARTCC	R62 R				
	Cecil I Freeman (II)	ZMA ARTCC	R62 R				
	Christopher Ochoa-Lopez (AZ)	ZMA ARTCC	D62 RA				
	Kingsly S Vasquez (KV)	ZMA ARTCC	S-A40 FM				
	Andre A Ferguson (FE)	ZMA ARTCC	OM OM				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Darryl Austin				Digitally signed by DARRYL L AUSTIN Date: 2023.02.13 16:03 20 -05'00'			

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 13, 2023	REPORT NO. 23-001-ZMA
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 03, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1532 N824BC contacted the Miami Air Route Traffic Control Center (ZMA) Grand Turk Radar Position (R62) level at 16,000 feet. R62 requested N824BC squawk ident.

1534 R62 radar identified N824BC. R62 instructed N824BC to maintain 16,000 feet and provided the standard altimeter setting. N824BC requested direct to a fix.

1535 R62 cleared N824BC direct COCBU Intersection. N824BC requested R62 repeat the fix. R62 restated the clearance and spelling of the fix to N824BC. N824BC acknowledged the clearance.

1602 R62 instructed N824BC to cross COCBU at 7,000 feet. N824BC acknowledged.

1607 R62 terminated radar services with N824BC and instructed them to contact Provo Approach on 126.0. N824BC did not respond. R62 advised N824BC that radar services were terminated and instructed N824BC to contact Provo Approach on 126.0. N824BC acknowledged.

1619 N526CH reported to R62 that they heard a mayday call on the guard frequency from an aircraft that was one eight miles south of Cockburn Town, Turks and Caicos (MBGT). N526CH reported that they said that they were going into the water with four souls on board.

1620 N824BC reported to R62 that they were one six miles southeast of MBGT and were going down in the ocean with four souls on board. N824BC declared mayday, mayday, mayday. R62 asked the pilot to confirm that was N824BC that had made the broadcast. N824BC confirmed that it was them and then reported altitude at two hundred feet. R62 asked N824BC to activate their Emergency Locator Transmitter (ELT) before going into the water. No response. An aircraft on frequency relayed to N824BC to turn on their ELT at Miami Center's request. N824BC reported that the ELT was on already.

1621 R62 asked N842BC for the color of the airplane. N824BC reported a C340 with four souls on board. N824BC then reported one hundred feet and going down. R62 asked N824BC again for the color of the airplane. N824BC responded a C340. R62 asked for the color of the aircraft again. No response from N824BC. The ZMA Ocean Area Operations Supervisor (OS) called the ZMA Watch Supervisor in Charge (WSIC) to inform them that an aircraft had gone into the water.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 13, 2023	REPORT NO. 23-001-ZMA
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1625 AAL865 reported to R62 that they had extra fuel and could assist in the search for N824BC. R62 advised that they were waiting further instructions from their supervisor.

1628 An unknown aircraft broadcasted on frequency for N824BC. N824BC did not respond.

1629 UPS417 reported on the R62 frequency that the last transmission that was heard from N824BC was around 1623 Zulu. Another pilot asked on the R62 frequency if N824BC gave a position report. UPS417 stated that N824BC reported that they were one seven miles southeast of the Grand Turk VHF Omni Directional Range Radar (VOR). The ZMA OM called the Safety Event Network (JSEN) to inform them about N824BC. The ZMA Operations Manager (OM) provided the number of people on board and the last time ZMA had communications with the aircraft.

1630 SWA811 advised R62 that they had enough fuel to descend and look for N824BC if R62 wanted them to descend. R62 told SWA811 to stand by.

1631 R62 asked AAL865 if they were able to see anything. AAL865 reported that had been looking and were unable to see anything due to the calm water and white caps. AAL865 offered to go into holding to look for the aircraft.

1632 R62 told AAL865 that Search and Rescue had been activated. AAL865 acknowledged. JBU1454 offered to turn 20 degrees left to see if they could see the aircraft. R62 stated that they were going to give another aircraft a descent. R62 asked SWA811 if they were able to descend to 17,000 feet to go look for the aircraft. SWA811 agreed to descend and offered to take a 360 degree turn as well. R62 instructed SWA811 to descend to 17,000 feet. SWA811 acknowledged.

1633 N56CH called R62 offered to circle and help search for N824BC. R62 acknowledged. The ZMA OM called Flight Data and requested that they come to the Watch Supervisor-In-Charge (WSIC) desk to start search and rescue procedures.

1634 SWA811 asked R62 about the last location of N824BC. R62 provided the location of the last radar target that was observed for the aircraft.

1635 The ZMA OM called the Region Operations Center (ROC) to report that N824BC had gone into the ocean.

1636 SWA811 reported to R62 that they did not see the aircraft. R62 acknowledged. SWA811 asked R62 if it was a light aircraft. R62 said it was a Cessna. SWA811 stated that it would be hard to see a light

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 13, 2023	REPORT NO. 23-001-ZMA
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 aircraft with the white caps on the ocean. R62 acknowledged.

1637 R62 issued an updated location to SWA811 on where N824BC was last observed. SWA811 said that they would stay at their current altitude and continue to look for the aircraft. R62 asked SWA811 if they could tell which way the waves were moving.

1638 SWA811 reported to R62 that the winds were moving from the northeast. R62 acknowledged.

1639 R62 told SWA811 that N824BC went down off their 12 o'clock and 1 mile. SWA811 asked if they were over top of it. R62 reported that they were about 2 miles away. SWA811 reported that the weather wasn't good to see anything. R62 acknowledged.

1642 R62 asked SWA811 if they could see any ships or anything. SWA811 said that they could not see anything but recommended anyone else that looks for N824BC offsets instead of going directly overhead for a better view. R62 acknowledged. Flight Service called the ZMA OM to verify that ZMA was still looking for the aircraft. Flight Service provided a phone number and name to the ZMA OM.

1651 Search and Rescue called the ZMA OM for information on N824BC. The ZMA OM told them that there were 4 people on board and location.

1712 The ZMA OM called the ZMA Quality Control Manager to report the incident of N824BC.

1745 The ZMA OM called the United States Coast Guard for a status update on N824BC and they said that it was transferred to the Turks and Caicos authorities.

1959 The ROC called the ZMA OM for an update on N824BC. The ZMA OM stated that they would call for an update.

2000 The ZMA OM called the Ocean OS and requested an update from Turks and Caicos.

2004 The ZMA OM called the ROC to provide an update that the Coast Guard was still searching for the aircraft and passengers.

2133 The ZMA OM called Provo Approach and Provo Approach stated that they had located the four people but not the aircraft. The ZMA OM asked for the status of the passengers. Provo Approach stated that the people were alive but their status was unknown.



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

REPORT DATE

February 13, 2023

REPORT NO.

23-001-ZMA

NAME OF REPORTING FACILITY

Miami ARTCC (ZMA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2134 The ZMA OM called the ROC to update them that the passengers were found and all had survived but the status of the aircraft was unknown.

2141 The ZMA OM called the Deputy of the Airport Authority for information. The Deputy provided that all four people survived but it was unknown if they were injured.

2235 The ROC called the ZMA OM for an update on N824BC.

2236 The ZMA OM called the Deputy of the Airport Authority for an update on the passengers. The Deputy told the ZMA OM that the passengers were now on the island and had sustained minor injuries.

2324 The ZMA OM called JSEN to close the ALNOT and was told that if the aircraft was not found that it would likely not be able to be closed.

2327 The ZMA OM called Flight Data to see what time the ALNOT was issued and if that was the only report issued. Flight Data confirmed that the ALNOT was the only item issued for N824BC.

January 04, 2023

0001 Air Rescue called to verify that ALNOT was still active. The ZMA OM stated that the four people had survived but that the aircraft had not been recovered.

No More Follows