

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 14, 2024	REPORT NO. 24-001-A90
	NAME OF REPORTING FACILITY Manchester ATCT (MHT)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 26, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1136 WIG1046 calls MHT Clearance Delivery (CD) for and is issued a clearance to Presque Isle International airport (PQI).

1137 WIG1046 reads back the clearance.

1204 WIG1046 calls MHT Ground Control (GC) for and is issued taxi instructions from the South Cargo ramp to Runway 6. WIG1046 reads back the taxi clearance.

1208 WIG1046 calls MHT Local Control (LC) holding short of Runway 6 ready for departure and receives a takeoff clearance. WIG1046 reads back takeoff clearance.

1210 LC instructs WIG1046 to contact Boston Departure. WIG1046 acknowledges the frequency change.

1212 Boston Consolidated Tracon (A90) calls LC to ask if WIG1046 is talking to MHT and cancels automatic releases. LC advises A90 that WIG1046 is not on LC frequency and acknowledges that automatic releases are canceled. LC broadcasts to WIG1046, but there is no response. GC broadcasts to WIG1046, but there is no response.

1213 A90 asks LC if LC has been able to contact WIG1046. LC says they have not, but have tried all frequencies, including emergency frequencies. A90 cancels automatic releases again and LC acknowledges.

1214 GC broadcasts to WIG1046, but there is no response.

1215 LC broadcasts twice to WIG1046, but there is no response.

1216 LC broadcasts to WIG1046, but there is no response.

1217 A90 informs LC that they are still unable to contact WIG1046 and that they broadcast to WIG1046 that all approaches to MHT are available. A90 informs LC to keep the runways clear. A90 informs LC that they believe WIG1046 will attempt an ILS to runway 35. LC acknowledges.

1218 A90 informs LC they received one transmission from WIG1046 and all they could make out is ILS Runway 35. A90 reiterated that they have not established communications with WIG1046. LC acknowledges.

1220 GC asks WIG1058 if they have another form of communication, perhaps satellite phone or anything that can relay a message to WIG1046. WIG1058 says no alternative forms of communication is available.

1222 LC asks WIG1058 if they have a company phone number to Wiggins dispatch. WIG1058 responds affirmatively.



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- 1223 WIG1058 gives LC a phone number to Wiggins Flight Control. LC acknowledges.
- 1224 LC broadcasts to WIG1046 to ident, but there is no response.
- 1226 A90 calls GC and asks if WIG1046, at about 400 feet, can be seen by MHT. GC says no, and states the light gun is being used. A90 acknowledges.
- 1227 Airport Rescue Fire Fighting vehicle EZ7 and company (E7) requests access to the movement area. GC approves the request. E7 inquires as to which runway the aircraft will be landing and nature of the emergency. GC informs E7 that it is believed the aircraft may have crashed about 4.5 miles south of the airport. E7 asks what type of aircraft is involved. GC says the aircraft is a BE99 and it is possibly located just west of the Runway 35 extended centerline, about 4.5 miles south of the airport.
- 1228 E7 reports off the movement area. GC acknowledges.
- 1239 LC asks A90 for a status update as to automatic releases, informing A90 that 4 aircraft are at the runway waiting. A90 advises that automatic releases remain canceled.
- 1243 A90 advises MHT Controller-in-Charge (TWR) that they put a ground stop out for MHT. TWR acknowledges.
- 1245 A90 advises TWR they received confirmation from the Boston Air Route Traffic Control Center (ZBW) that the aircraft is on the ground and the pilot called 911 from the aircraft. A90 advises they are awaiting further clarification before resuming operations to and from MHT. TWR acknowledges.
- 1250 A90 advises GC they can accept operations on Runway 6 only. GC acknowledges.

No More Follows



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- 1210 WIG1046 departed Manchester Airport (MHT) and checked in with the A90 Fitzzy Sector (SF), out 1,300 feet for 3,000 feet. WIG1046 stated they were on a 150 heading, but they were actually flying a 050 heading. SF radar identified WIG1046, instructed them to climb and maintain 9,000 feet, and cleared them direct Presque Isle (PQI).
- 1211 WIG1046 acknowledged previous instructions. SF described an area of weather that contained moderate precipitation to WIG1046. WIG1046 acknowledged.
- 1212 SF advised WIG1046 that they were turning west and southbound, to which there was no response. SF tried many times to contact WIG1046, including contacting MHT tower to see if WIG1046 had returned to their frequency. The A90 Operations Supervisor (OSN) called MHT to stop automatic releases.
- 1213 SF attempted to contact WIG1046 on the guard frequency and attempted to get a reply using the transponder ident feature. There was no response. MHT tower called SF to let them know that WIG1046 was not on their frequency.
- 1214 SF again tried to get a reply using the ident feature, but there was no response. SF tried to contact WIG1046 by relaying through another aircraft.
- 1215 The other aircraft tried several times to contact WIG1046, but there was no response.
- 1216 WIG1046 squawked the emergency beacon code. SF tried to contact WIG1046 and informed them that they could fly any approach into MHT.
- 1217 WIG1046 called SF. The transmission was loud and garbled, but SF was able to hear WIG1046 say ILS 35. SF instructed WIG1046 to maintain at or above 2,000 feet and to fly heading 180., but there was no reply.
- 1218 SF tried WIG1046 several times again with no response. SF instructed WIG1046 to fly heading 170 and maintain at or above 2,000 feet, but there was no reply.
- 1219 SF attempted to get an acknowledgement from WIG1046 using the ident feature, but there was no reply.
- 1220 SF informed WIG1046 that they were entering an area of higher terrain and to maintain at or above 2,500 feet. WIG1046 did not reply. SF instructed WIG1046 to fly heading 190 and maintain 2,500 feet for the approach into MHT, but there was no response.



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1221 SF attempted to contact WIG1046, but there was no reply.

1223 SF attempted to contact WIG1046, but there was no reply.

1224 SF told WIG1046 that they could fly any approach they needed into MHT. SF then gave the weather to WIG1046. WIG1046 did not respond.

1225 SF issued a low altitude alert to WIG1046 as the aircraft descended. SF then pointed out MHT to WIG1046. WIG1046 did not respond.

1226 SF described an obstacle's location and height as WIG1046 appeared to descend below 700 feet. SF tried multiple times to contact WIG1046, as the radar tag no longer updated. WIG1046 did not respond. The OS called MHT tower and asked if they could see WIG1046. MHT replied in the negative, advising that they were using their light guns. OS acknowledged.

1227 SF attempted to contact WIG1046 and then contacted Nashua Tower (ASH) to ask if they had seen the aircraft. ASH responded that they had not.

1229 The controller at SF was relieved by another controller who was briefed about the incident with WIG1046. The relieving controller was not subsequently involved with further actions reference WIG1046.

Block 12. ATO Personnel Involved, Continued.
Daniel Jones (JD), MHT ATCT, TWR SC

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