

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 06, 2024	REPORT NO. 24-001-TPA
	NAME OF REPORTING FACILITY Palm Beach ATCT (PBI)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 2, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

February 1, 2024

2309 N6659L made initial contact with PBI North Satellite Scope, (N), climbing to 2,000 feet heading 300. N Scope responded with RADAR contact and issued a climb to 5,000 feet.

2313 N scope switched N6659L to Miami Air Route Traffic Control Center (ARTCC) frequency 132.25. N6659L read back the assigned frequency correctly. No further communications with N6659L.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 21, 2024	REPORT NO. 24-001-TPA
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 2, 2024

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2313 N6659L checked in with Miami Center (ZMA) Melbourne Low (R04) sector at 4,200 feet climbing to 5,000 feet and heading 300. R04 cleared N6659L direct to BAIRN and assigned altitude 6,000 feet. N6659L read back.

2318 R04 verified N6659L was direct BAIRN. N6659L stated they were course correcting.

2320 R04 instructed N6659L to contact Orlando Approach (F11) on frequency 124.8. N6659L read back.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 08, 2024	REPORT NO. 24-001-TPA
	NAME OF REPORTING FACILITY Central Florida TRACON (F11)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
February 2, 2024

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2321 N6659L checked onto Central Florida TRACON's (F11) Departure Radar East (DRE) position level at 6,000 feet. The DRE controller acknowledged N6659L and issued the current altimeter which was acknowledged by N6659L.

2328 The DRE instructed N6659L to contact F11's Departure Radar West (DRW) controller. The frequency change was acknowledged by N6659L.

2329 N6659L checked onto the DRW's frequency level at 6,000 feet. This was acknowledged by the DRW controller.

2330 The DRW controller asked N6659L whether they had been given a heading or were on the airway. N6659L responded that they were on the airway.

2340 The DRW controller instructed N6659L to contact Tampa approach. N6659L acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 22, 2024	REPORT NO. 24-001-TPA
	NAME OF REPORTING FACILITY Tampa ATCT (TPA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
February 2, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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February 1, 2024

2339 N6659L checked on frequency 135.5, to the TPA East Arrival/Departure position (B) and reported level at 6,000 feet. The B position acknowledged the altitude, instructed the aircraft to advise when they had the weather for Clearwater Airport, FL (CLW) and provided the local altimeter setting.

2344 The B position instructed N6659L to fly present heading. N6659L acknowledged the instruction.

2346 The B position instructed N6659L to turn 10 degrees left. N6659L acknowledged the turn.

2347 The B position cleared N6659L direct to CLW instructed the pilot to descend and assigned an altitude of 5,000 feet. N6659L acknowledged.

2348 The B position instructed N6659L to contact the TPA East Satellite position (L) on 119.9. N6659L acknowledged the frequency change and contacted the L position, reported that he was descending out of 5,500 feet to 5,000 feet. The L position acknowledged and instructed N6659L to descend and maintain 4,000 feet. N6659L acknowledged the altitude assignment.

2349 The L position cleared N6659L direct CLW. N6659L acknowledged.

2353 The L position instructed N6659L to contact the TPA West Arrival Departure position (D) on 118.8. N6659L acknowledged and reported on frequency to the D position level at 4,000 feet. The D position acknowledged the report.

2356 The D position instructed N6659L to descend to 2,600 feet. N6659L acknowledged.

2357 N6659L requested to turn left to align with CLW Runway 34. The D position asked for clarification of who called. N6659L reiterated his request. The D position approved the request and instructed N6659L to descend to 1,600 feet. N6659L acknowledged.

2359 The D position advised N6659L of the position of the CLW Airport. N6659L advised that he was still looking for the airport and would need to switch frequencies to activate the airport lighting. The D position acknowledged and instructed N6659L to advise when he had field insight. The D position approved a quick frequency change to control the lighting, unless the pilot wished to cancel Instrument Flight Rules

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 22, 2024	REPORT NO. 24-001-TPA
	NAME OF REPORTING FACILITY Tampa ATCT (TPA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

(IFR) services. N6659L advised if there was no traffic observed he wished to cancel IFR services. The D position advised there was no traffic observed. N6659L cancelled IFR services. The D position acknowledged, terminated RADAR service, instructed N6659L to squawk Visual Flight Rules (VFR) and approved frequency change to advisory. N6659L acknowledged.

February 2, 2024

0005 N6659L reported back on the D position frequency and squawked 7700. The D position acknowledged. N6659L transmitted something unintelligible, then stated that he could not see the other airport and was proceeding direct to Albert Whitted, FL Airport (SPG).

0006 The D position RADAR identified N6659L, advised him to maintain present altitude if able and instructed him to fly heading 180. N6659L responded that he was losing his engine. The D position asked N6659L if he could see the Saint Petersburg/Clearwater International Airport, FL (PIE), issued the position of the airport and provided runway information. N6659L did not respond. The D position issued the position of the airport again, suggested a heading of 120 and inquired if N6659L was heading back to CLW. N6659L did not respond. The Tampa Operations Supervisor (OS) called PIE Tower via landline from the 31 position to coordinate the emergency aircraft. PIE Tower advised that they were not in communication with the aircraft but would try to reach out to them. The OS acknowledged. The OS then contacted PIE Tower again to coordinate that the emergency aircraft had an engine out, would be getting a vector direct to the runway and advised PIE Tower to stop all departures. PIE Tower acknowledged.

0007 N92125, another aircraft in the vicinity and on frequency, reported that he observed N6659L crash and offered to orbit the area to assist in observation. The D position acknowledged and asked N92125 if he saw the aircraft on his right side. N92125 confirmed he did. The D position acknowledged N92125 and coordinated the details of the accident to PIE Tower.

0008 N92125 advised that there was a structure fire and inquired if he could circle back over the location. The D position acknowledged, approved the inquiry and instructed N92125 to maintain 2,500 feet. The Tampa OS contacted PIE Tower via landline from the 05 position and inquired if the local fire department was notified. PIE Tower acknowledged in the affirmative.

0009 The D controller called PIE Tower and asked if the airport was operational. PIE Tower advised that they were operational and that their emergency vehicles were responding to the accident. The D position acknowledged.

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	NAME OF REPORTING FACILITY Tampa ATCT (TPA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

0011 PIE Tower called the D position via landline and inquired if there was more detailed information about the specific location of the accident, like street names. The D position relayed the question to N92125. N92125 provided information on the estimated position of the accident site. Both the D position and PIE Tower acknowledged the information.

0013 The D controller was relieved from position and relayed the information about the accident to the oncoming controller in the Position Relief Briefing.

0033 The Tampa OS contacted PIE Tower via landline from the 05 position to inquire if there was any further information received from the Fire Department on scene. PIE Tower stated that they were informed of an exact address. The Tampa OS asked if they had made any additional local notifications. PIE Tower advised that they were following their checklist and had just notified the PIE Tower Air Traffic Manager. The Tampa OS acknowledged and advised that he would complete the Mandatory Occurrence Report (MOR). PIE Tower acknowledged.

Block 12. ATO Personnel Involved, Continued.
 Matthew Troio (MT), PIE ATCT, GC C
 Brandon Alford (BA), PIE ATCT, SC C
 Matthew Troio (MT), PIE ATCT, SC C
 Joseph Withers (WT), TPA ATCT, SR SI

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 19, 2024	REPORT NO. 24-001-TPA
	NAME OF REPORTING FACILITY St. Petersburg Clearwater ATCT (PIE)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
February 2, 2024

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2356 Tampa (TPA) TRACON requested an Instrument Flight Rules (IFR) Point-Out for N6659L arrival into Clearwater, FL Airpark (KCLW). PIE Local Control (LC) approved the Point-Out and TPA TRACON cancelled PIE Automatic Departures.

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0005 TPA TRACON notified PIE LC they were not talking to N6659L.

0006 PIE LC attempted to contact N6659L twice unsuccessfully. TPA TRACON notified PIE LC N6659L was experiencing an emergency and that they were having engine trouble. TPA TRACON also notified PIE LC N6659L may be vectoring towards PIE, to stop all departures, and to notify local Aircraft Rescue and Fire Fighting (ARFF). PIE Ground Control (GC) notified PIE ARFF.

0007 TPA TRACON notified PIE LC of the crash of N6659L three (3) miles northwest of PIE. TPA TRACON also notified PIE LC N125 would be orbiting the crash site.

0008 TPA TRACON called PIE LC to verify PIE ARFF was notified. TPA TRACON called PIE LC again to verify the status of the PIE Airport. PIE LC reported PIE Airport would remain open.

0009 TPA TRACON called PIE LC to verify PIE ATCT and the PIE Airport were still operational. PIE LC confirmed the PIE Airport and PIE ATCT were still operational.

0011 PIE Supervisory Controller (SC) contacted TPA TRACON and requested the street address of the N6659L crash. TPA TRACON reported the approximate location of the crash as McMullen Booth Road and SR60.

0025 TPA TRACON called PIE SC to inquire if PIE ARFF communicated anything about the crash to PIE ATCT. PIE SC informed TPA TRACON they now had a complete address of the crash and gave the following address to TPA TRACON - 2636 Teakwood Drive. TPA TRACON advised they would be submitting the Mandatory Occurrence Report (MOR) for the N6659L crash.

0037 PIE SC coordinated with TPA TRACON for 8020-3 notifications. TPA TRACON agreed to make the 8020-3 notifications.

0043 Position relief briefing occurred and the location of the crash of N6659L was discussed. No further communications.

