



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

REPORT DATE

May 29, 2024

REPORT NO.

24-001-FPR

NAME OF REPORTING FACILITY

Fort Pierce ATCT (FPR)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
March 30, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1633 White Cap 643 (WCP643) contacted Fort Pierce (FPR) Ground Control (GC) and requested a southwest departure with Automatic Terminal Information Service (ATIS) Information Zulu. GC instructed WCP643 to taxi to Runway 10R via Taxiways Charlie and Alpha. WCP643 read back correct, then asked if it was possible to depart off of Runway 14. GC replied unable.
- 1635 GC told WCP643 that they could change to Runway 14 and stated that the wind is 100 at 7. WCP643 read back correct.
- 1637 WCP643 contacted FPR Local Control (LC) and said that they were holding short of Runway 14 and were ready for departure. LC replied roger, and instructed WCP643 to stand by.
- 1638 LC told WCP643 that their right turn to the southwest was approved and cleared them for takeoff on Runway 14. WCP643 read back correct.
- 1641 LC told WCP643 their frequency change was approved. WCP643 acknowledged and read back correct.
- 1711 WCP643 contacted FPR LC inbound on the Instrument Landing System (ILS) approach and requested missed approach instructions. LC instructed WCP643 to fly heading 160 and maintain Visual Flight Rules (VFR) on the missed approach.
- 1713 LC cleared WCP643 for the option on Runway 10R. WCP643 read back correct.
- 1714 LC instructed WCP643 to fly straight out on the go and that LC would call their turn to the 160 heading. WCP643 read back correct.
- 1715 Position Relief Briefing for the LC position stated visual approach Runway 10R in use. Coordination, does not have control of Runway 14/32. Traffic, Cirrus N8AJ touched down Runway 10R, on the runway now. WCP643 five miles, cleared for the option Runway 10R. On the go they are flying straight out because of the guy to the south, which is N35M, 1600 feet, making right traffic Runway 10R. In blue and yellow on Runway 10L is WCP635 making left traffic, Return to Base (RTB) for Runway 10R. I will call their base. N229ND number one, holding short of Runway 10L, ready. They are looking for the option. Nothing else going on.
- 1716 LC position relief briefing acknowledged.
- 1719 WCP643 stated they would like to go back to the traffic pattern. LC asked WCP643 if they wanted to stay with the Tower and not go back to Approach. WCP643 stated they are single engine traffic pattern and they would like to come back to land. LC instructed WCP643 to make right



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

REPORT DATE

May 29, 2024

REPORT NO.

24-001-FPR

NAME OF REPORTING FACILITY

Fort Pierce ATCT (FPR)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

traffic. WCP643 said that they have 2 souls on board. LC asked WCP643 if they were declaring an emergency and WCP643 said that they were. LC cleared WCP643 to land on Runway 10R and issued traffic. LC cleared WCP643 to land on any runway and issued landing clearances for Runway 14 and Runway 32. WCP643 appeared to execute a low-level right turn (tight right downwind) back to Runway 14. As WCP643 approached the modified midfield right downwind on Runway 14, the aircraft attempted to turn towards Runway 14, but continued to lose altitude and went nose down into the ramp near the intersection of Taxiway Charlie and Taxiway Echo (just west of Runway 14).

1721 Airport Rescue Firefighter (ARFF) 216 called FPR GC and stated they were advised of an Alert 3. GC responded affirmative. GC advised ARFF216 that the Alert 3 was by the Academy Ramp.

1722 Airport 3 called GC and asked when the firefighter would arrive. GC advised Airport 3 that ARFF216 was on his way. GC told ARFF216 to proceed via Taxiways Alpha, Echo, Charlie 4 and to cross Runway 14. ARFF216 read back proceeding via Taxiways Alpha, Echo, cross Runway 14.

1723 Engine 4 called GC and said they would like to proceed with ARFF. GC instructed Engine 4 to proceed with ARFF via Taxiways Alpha, Echo, and cross Runway 14. Final coordination regarding aircraft was completed on an unrecorded line by the FPR Controller-in-Charge (CIC).

No More Follows