



Federal Aviation Administration

Memorandum

Date: September 11, 2024

To: Ryan Almasy, Director, Eastern Service Center

From:  Lynn Spain, Manager, Orlando Executive Airport Traffic Control Tower

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, N908DK
Apopka, FL, May 8, 2024

I certify that aircraft accident package, 24-001-ORL, has been reviewed and is complete.

Copy

Aircraft Accident Package

24-001-ORL

N908DK, PA32

May 8, 2024, 1530 UTC

Destroy: May 8, 2029 UTC

SECTION 1.
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SECTION 2.

FAA Form 8020-6, Report of Aircraft Accident, and
FAA Form 8020-6-1, Report of Aircraft Accident, (Continuation Sheet)

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				REPORT DATE September 17, 2024		REPORT NO. 24-001-ORL	
REPORT OF AIRCRAFT ACCIDENT				NAME OF REPORTING FACILITY Orlando Executive ATCT (ORL)			
1. AIRCRAFT IDENTIFICATION AND TYPE N908DK, PA32		2. DATE/TIME OF ACCIDENT (UTC) May 8, 2024; 1530 UTC		3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Apopka, FL			
4. NATURE OF ACCIDENT Aircraft reported experiencing an engine failure and made an emergency landing.				LATITUDE/LONGITUDE (OPL) N26 41 13.0128 W08 13 347.1852			
				5. TYPE OF FLIGHT VFR Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Nick Verracchia	Pilot	Rindge, NH	X			
	Frank Nielsen	Co-Pilot	Orlando, FL	X			
7. PASSENGER DATA		NUMBER ABOARD 0 AIRCRAFT	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 0		
8. AIRCRAFT DAMAGE Substantial			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 ORLANDO METAR 1453 UTC: wind two three zero at seven, wind variable between one eight zero and two five zero, visibility one zero statute miles, clear, temperature three zero, dew point two three, altimeter two nine nine six						
	FIRST REPORT SUBSEQUENT TO ACCIDENT ORLANDO METAR 1553 UTC: wind two five zero at five, visibility one zero statute miles, three thousand five hundred scattered, temperature three one, dew point two one, altimeter two nine nine four						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Lynn Spain							

FAA Form 8020-6 (12-18) Supersedes Previous Editions

Electronic Version

24-001-ORL

N908DK



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

REPORT DATE

September 16, 2024

REPORT NO.

24-001-ORL

NAME OF REPORTING FACILITY

Orlando Executive ATCT (ORL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 8, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1515 N908DK called Orlando Executive (ORL) Ground Control (GC) with Automatic Terminal Information Service (ATIS) Oscar and requested to taxi for departure to the northwest. GC instructed N908DK to taxi the aircraft to Runway 25 at Taxiway Alpha 2 (A2). N908DK then repeated back the instructions.

1530 N908DK contacted Local Control (LC) ready for takeoff and holding short of Runway 25 at Taxiway A2. LC cleared N908DK for takeoff and instructed to fly runway heading and given winds 250 at 05 Knots. Shortly after takeoff, LC instructed N908DK to turn right to heading of 310. N908DK acknowledged. N908DK was instructed by LC to remain outside of the Bravo and told to switch frequencies. N908DK asked if the instruction was for N908DK and LC confirmed. N908DK then read back the instructions. There were no further communications with N908DK and notification of the incident was not made at this facility.

No More Follows



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

REPORT DATE

July 01, 2024

REPORT NO.

24-001-ORL

NAME OF REPORTING FACILITY

Central Florida TRACON (F11)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 8, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

F11 did not provide any services to N908DK. Radar data from 1504 UTC to 1546 UTC was requested to support the aircraft accident package.

No More Follows

SECTION 3.
Review of Services Memoranda



Federal Aviation Administration

Memorandum

Date: September 17, 2024

To: Orlando Executive Airport Traffic Control Tower
Aircraft Accident File 24-001-ORL

Lyn [REDACTED]

From: Orlando Executive Airport Traffic Control Tower, ORL ATCT

Subject: **INFORMATION**: Review of Services Memo
Aircraft Accident, N908DK
Apopka, FL, May 8, 2024

ORL ATCT conducted a review of services concerning N908DK and was determined to have routine services. As the holding facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies of the original are on file at this facility.

Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
DALR Incident Export Files
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 8020-9
UTC Time Conversion Chart



Federal Aviation Administration

Memorandum

Date: July 01, 2024

To: Orlando Executive Airport Traffic Control Tower
Aircraft Accident File 24-001-ORL

Jacob Hill, Acting Manager

JACOB C
HILL

Digitally signed by JACOB
C HILL
Date: 2024.07.02
07:39:31 -04'00'

From: Central Florida Terminal Radar Approach Control Facility, F11 TRACON

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, N908DK
Apopka, FL, May 8, 2024

F11 TRACON conducted a review of services concerning N908DK and was determined to have provided no services but does have air traffic data. As a facility with air traffic data I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies of the original are on file at this facility.

FAA Form 8020-6-1
STARS Adaptation File
STARS Plot Playback File (PPB)
STARS Radar Data (CDR)

SECTION 4.

Other

UTC (Zulu) Time Conversion Chart

UTC (Zulu)	PST/ ALDT	PDT/ MST	MDT/ CST	CDT/ EST	EDT/ AST	ALST	HST
0000*	1600	1700	1800	1900	2000	1500	1400
0100	1700	1800	1900	2000	2100	1600	1500
0200	1800	1900	2000	2100	2200	1700	1600
0300	1900	2000	2100	2200	2300	1800	1700
0400	2000	2100	2200	2300	0000*	1900	1800
0500	2100	2200	2300	0000*	0100	2000	1900
0600	2200	2300	0000*	0100	0200	2100	2000
0700	2300	0000*	0100	0200	0300	2200	2100
0800	0000*	0100	0200	0300	0400	2300	2200
0900	0100	0200	0300	0400	0500	0000*	2300
1000	0200	0300	0400	0500	0600	0100	0000*
1100	0300	0400	0500	0600	0700	0200	0100
1200	0400	0500	0600	0700	0800	0300	0200
1300	0500	0600	0700	0800	0900	0400	0300
1400	0600	0700	0800	0900	1000	0500	0400
1500	0700	0800	0900	1000	1100	0600	0500
1600	0800	0900	1000	1100	1200	0700	0600
1700	0900	1000	1100	1200	1300	0800	0700
1800	1000	1100	1200	1300	1400	0900	0800
1900	1100	1200	1300	1400	1500	1000	0900
2000	1200	1300	1400	1500	1600	1100	1000
2100	1300	1400	1500	1600	1700	1200	1100
2200	1400	1500	1600	1700	1800	1300	1200
2300	1500	1600	1700	1800	1900	1400	1300
2400	1600	1700	1800	1900	2000	1500	1400

The time *0000 and 2400 are interchangeable. The time 2400 is associated with the date of the day ending, and 0000 with the day just starting.

UTC = Coordinated Universal Time, or Zulu
PST = Pacific Standard Time (UTC - 8 hours)
ALDT = Alaskan Daylight Time (UTC - 8 hours)
PDT = Pacific Daylight Time (UTC - 7 hours)
MST = Mountain Standard Time (UTC - 7 hours)
MDT = Mountain Daylight Time (UTC - 6 hours)
CST = Central Standard Time (UTC - 6 hours)
CDT = Central Daylight Time (UTC - 5 hours)
EST = Eastern Standard Time (UTC - 5 hours)
EDT = Eastern Daylight Time (UTC - 4 hours)
AST = Atlantic Standard Time (UTC - 4 hours)
ALST = Alaskan Standard Time (UTC - 9 hours)
HST = Hawaiian Standard Time (UTC - 10 hours)

24-001-ORL

N908DK