



Federal Aviation Administration

Memorandum

Date: June 27, 2024

To: Ryan Almasy, Director, Eastern Service Center

JASON M
ALLISTON

Digitally signed by JASON
M ALLISTON
Date: 2024.06.27
10:06:04 -04'00'

From: Jason M Alliston, Manager, Atlanta Air Route Traffic Control Center

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, N3268T
Selma, AL, May 19, 2024

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

Copy

Aircraft Accident Package

24-001-ZTL

N3268T, C177

May 19, 2024, 0215 UTC

Destroy: May 19, 2029 UTC

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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 June 27, 2024		REPORT NO. 24-001-ZTL	
REPORT OF AIRCRAFT ACCIDENT				NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)			
1. AIRCRAFT IDENTIFICATION AND TYPE N3268T, C177		2. DATE/TIME OF ACCIDENT (UTC) May 19, 2024; 0215 UTC		3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Selma, AL			
4. NATURE OF ACCIDENT Crashed on approach				LATITUDE/LONGITUDE (OPTL) N32 38 39.571_ W08 70 149.1674			
				5. TYPE OF FLIGHT VFR Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Ali Kawasar	Pilot	Ft Worth, TX		X		
7. PASSENGER DATA		NUMBER ABOARD 0 AIRCRAFT	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 0		
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Unknown				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS A08 airport lighting unusable							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT SELMA/CRAIG FLD METAR 0215 UTC: wind zero at zero, visibility one zero statute miles, ceiling six thousand broken, seven thousand five hundred overcast, temperature two one, dew point two one, altimeter two nine eight nine						
	FIRST REPORT SUBSEQUENT TO ACCIDENT SELMA/CRAIG FLD METAR 0215 UTC: wind zero at zero, visibility one zero statute miles, ceiling six thousand broken, seven thousand five hundred overcast, temperature two one, dew point two one, altimeter two nine eight nine						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
	Bryce Middleton *(BV)	ZTL ARTCC	R13 R				
	Lauren Dethloff (LD)	ZTL ARTCC	D13 D				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Jason M Alliston				Digitally signed by JASON M ALLISTON Date: 2024.06.27 10:05:40 -04'00'			
FAA Form 8020-6 (12-18) Supersedes Previous Edition							
Electronic Version							

24-001-ZTL

N3268T

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 30, 2024	REPORT NO. 24-001-ZTL
	NAME OF REPORTING FACILITY Gregg County Longview TRACON (GGG)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 19, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

May 18, 2024

2236 N3268T a C177 called up Longview Approach Control (GGG) one mile east of Wood County Airport (JDD) with a Visual Flight Rules (VFR) request.

2237 N3268T requested VFR flight following to Montgomery Regional Airport (MGM) at 7,500.

2238 Longview Approach Control radar identified N3268T after issuing a beacon code.

2241 N3268T was switched from Longview's West frequency (128.75) to Longview's East frequency (127.32).

2242 N3268T checked on Longview's East frequency.

2303 N3268T was switched to Shreveport Approach Control (SHV) on 119.9.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 03, 2024	REPORT NO. 24-001-ZTL
	NAME OF REPORTING FACILITY Shreveport ATCT (SHV)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 19, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

May 18, 2024

2303 N3268T checked on SHV Radar West frequency. N3268T was issued the Shreveport altimeter setting.

2336 N3268T was switched to the Monroe Approach Control frequency. N3268T acknowledged the transfer of communications.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 31, 2024	REPORT NO. 24-001-ZTL
	NAME OF REPORTING FACILITY Monroe ATCT (MLU)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 19, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

May 18, 2024

2336 N3268T checks on Monroe High Radar (HR@CB) frequency under Visual Flight Rules (VFR) at 7500 feet enroute to Montgomery Regional Airport (MGM). HR@CB issues N3268T the current altimeter.

May 19, 2024

0002 N3268T performed a radio check with HR@CB.

0015 HR@CB issued frequency change to N3268T over to Memphis Center (ZME).

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 28, 2024	REPORT NO. 24-001-ZTL
	NAME OF REPORTING FACILITY Memphis ARTCC (ZME)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 19, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0016 N3268T checked on Memphis Air Route Traffic Control Center (ZME) combined Helena (HEE), Greenville (GLH), Jackson (JAN) and Kewanee (EWA) combined low altitude radar control positions R15/R65/R66/R67 on Visual Flight Rules (VFR) at seven thousand five hundred feet. R65 issued N3268T the Vicksburg, Mississippi (MS) altimeter setting. N3268T acknowledged.

0028 R65 broadcasted a Pilot Report (PIREP) received forty nautical miles southeast of Nashville, Tennessee of turbulence flight level one nine zero.

0034 R65 switched N3268T to Jackson Approach Control (JAN). N3268T acknowledged.

0054 N3268T checked on R65 and asked about weather ahead. R65 informed N3268T possible deviations to the north of Montgomery, Alabama (AL), then gave a description of the weather. R65 gave N3268T the Meridian, MS altimeter setting. N3268T acknowledged.

0055 R65 continued to provide radar observed depiction of precipitation to N3268T.

0056 N3268T appreciated the additional service of weather description.

0101 Position relief briefing conducted.

0111 N3268T requested lower altitude. R65 advised N3268T descent at his discretion and to maintain VFR. N3268T acknowledged.

0112 N3268T asked about weather approximately twenty-five nautical miles ahead. R65 gave a description of moderate to heavy to extreme precipitation in the vicinity of Montgomery, AL. N3268T asked for possible heading to avoid the area of weather.

0113 R65 suggested headings of zero-seven-zero to zero-seven-five to possibly avoid the weather on the backside. N3268T acknowledged.

0119 R65 asked N3268T if he was descending to avoid clouds. N3268T confirmed his descent and gave a cloud bases report of five thousand feet. R65 acknowledged.

0122 Position relief briefing included N3268T on heading to avoid weather.

0127 N3268T asked if his present heading was good to avoid the weather. R65 informed N3268T present heading was good for the next eighty nautical miles and that the weather may have moved out the vicinity of Montgomery, AL by the time of his arrival.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 28, 2024	REPORT NO. 24-001-ZTL
	NAME OF REPORTING FACILITY Memphis ARTCC (ZME)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT		
0128 R65 gave N3268T Atlanta Air Route Traffic Control Center (ZTL) frequency in case lost communications due to N3268T low altitude. N3268T acknowledged. 0138 R65 performed a point out to Birmingham Approach Control (BHM APCH) of N3268T. 0139 R65 informed ZTL N3268T had no weather radar on board and would be looking for assistance to get around the storms. ZTL acknowledged. R65 switched N3268T to ZTL frequency. N3268T acknowledged.		
No More Follows		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 06, 2024	REPORT NO. 24-001-ZTL
	NAME OF REPORTING FACILITY Jackson (MS) ATCT (JAN)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT May 19, 2024 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 0035 N3268T checked in with Jackson Approach Control (JAN) on East Radar (ER). ER issued the JAN altimeter 29.85 0039 N3268T asks ER if they can see the weather that was 120 NM north of JAN. ER reports he can only see a small portion and that Memphis Center (ZME) would be able to give him more information. 0053 ER handed N3268T off to ZME and issued a frequency change 125.97. No More Follows		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 24, 2024	REPORT NO. 24-001-ZTL
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 19, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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0140 N3268T checked onto Atlanta Air Route Traffic Control Center (ZTL) Montgomery Sector (R13) on Visual Flight Rules (VFR) three thousand five hundred feet and on a deviation. R13 acknowledged, advised N3268T to maintain VFR and issued the Montgomery (MGM) altimeter setting. N3268T acknowledged. R13 informed N3268T of an area of moderate to heavy precipitation with a suggested heading.

0141 N3268T told R13 they did not mind going through light precipitation. R13 advised N3268T that ZTL radar only depicts moderate to heavy precipitation, then issued further course suggestions. N3268T acknowledged.

0143 N3268T asked R13 about the Military Operating Area (MOA). R13 told N3268T that the MOA's were cold (inactive).

0150 N3268T asked to divert to the nearest airport. R13 asked N3268T were there aircraft issues and N3268T replied there was a drop in oil pressure. R13 recommended to Vaiden Field Airport (A08) and issued course guidance.

0151 R13 issued the airport information with course guidance again. R13 verified the reason was drop in oil pressure and N3268T affirmed.

0152 R13 issued N3268T the Montgomery altimeter, A08 runway length and surface type, along with the runway configuration 16.

0153 R13 asked N3268T were they an emergency and N3268T replied affirmative with an oil pressure leak. R13 repeated the emergency airport information.

0154 R13 told N3268T that the lights are key-click. N3268T acknowledged. R13 then began to read the Notice to Air Missions (NOTAMS) to the pilot referencing the Precision Approach Path Indicator (PAPI) lighting. N3268T asked was that runway lighting and R13 replied affirmative.

0155 R13 clarified that the NOTAM that was read was for the PAPI lighting and that the runway lighting appeared to be operational. N3268T acknowledged. R13 gave N3268T a position for the airport.

0156 R13 asked N3268T did the lights come up. N3268T replied that they were still looking.

0157 R13 asked N3268T did they have the airport in site. N3268T replied negative. R13 gave another position update and asked was he in the clouds. N3268T replied they were not in the clouds. R13 offered N3268T Selma Airport (SEM) as an alternative. N3268T declined due to losing power.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 24, 2024	REPORT NO. 24-001-ZTL
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

0158 R13 told N3268T if he could not get the field in sight to consider another airport. N3258T declined due to no oil pressure and stated he might have a visual of the airport.

0159 R13 asked N3268T if he could maintain altitude. N3268T replied he was able and was trying to turn base for the runway. N3268T replied that he did not have the runway in sight. R13 issued N3268T the Minimum Vectoring Altitude (MVA) of two thousand, four hundred feet. N3268T acknowledged.

0200 N3268T asked R13 for the runway distance. R13 replied six thousand four hundred hard surface. N3268T acknowledged. R13 told N3268T that ZTL was in the process of calling the Airport Manager to turn the lights on. The Operations Supervisor (OS) called the A08 Airport Manager. A08 Airport Manager informed ZTL that the runway lighting was not operational and emergency assistance was fifteen minutes away.

0201 R13 asked N3268T was he in a controlled descent. N3268T replied affirmative to try to find the runway. R13 told N3268T that ZTL got in contact with the Airport Manager and found out the lights were not working at the airport. R13 also informed N3268T that emergency assistance was fifteen minutes away. N3268T replied he would try to land blindly.

0202 R13 asked N3268T if he was going to maintain altitude. N3268T replied he would maintain altitude and asked should he try SEM. R13 told N3268T that emergency assistance would not be at A08 for fifteen minutes and could be maintain altitude to make it to SEM.

0203 N3268T advised R13 he was heading direct to SEM. R13 advised N3268T of the moderate precipitation between the aircraft and SEM. R13 also provided course guidance if needed. N3268T declined the course guidance. N3268T asked R13 were there any obstacles at that altitude.

0204 R13 re-issued the MVA to N3268T. N3268T acknowledged. R13 issued the emergency information to N3268T for SEM.

0205 N3268T asked R13 was SEM a tower. R13 replied the tower was closed at 0100Z. N3268T asked about the lighting at SEM. R13 responded with the SEM NOTAMS. The OS called the SEM Airport Manager about N3268T.

0206 R13 asked N3268T for the fuel remaining. N3268T replied ten gallons remaining.

0207 R13 asked N3268T for any visible landmarks. N3268T replied it was very dark but it looked like a road or highway nearby. N3268T told R13 that they were losing power.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 24, 2024	REPORT NO. 24-001-ZTL
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

0208 R13 issued the Common Traffic Advisory Frequency (CTAF) 122.7 to N3268T. N3268T acknowledged. N3268T asked R13 to contact someone there for the runway lighting. R13 informed N3268T that emergency assistance was on the way.

0209 R13 issued a distance to the airport and asked if N3268T still had the road in sight. N3268T replied not entirely. ZTL Tiroe Sector (R09) asked DAL2051 to attempt the SEM lighting via CTAF. DAL2051 acknowledged and agreed.

0210 N3268T informed R13 the runway was in sight. R13 acknowledged. N3268T informed R13 that he was in precipitation. R13 updated N3268T of the precipitation distance. DAL2051 reported to R09 that they heard seven clicks and the airport lighting should be on. R09 acknowledged.

0211 N3268T reported a locked engine.

0212 R13 issued N3268T a distance from SEM. N3268T replied he would try to make the field. R13 asked for number of souls on board. N3268T replied one. N3268T informed R13 he was on glide path losing altitude, unsure if he would make the runway.

0213 R13 asked N3268T for aircraft color. N3268T replied he was looking for an immediate landing spot. R13 asked about the previous road that was in sight; N3268T said he was looking for it. R13 informed N3268T that Montgomery Approach said it was a road right beneath the aircraft. N3268T replied there was no road beneath him but there was a road ahead. R13 told N3268T to try to make the road ahead.

0214 N3268T reported a lot of traffic on the road ahead.

0215 N3268T lost communications with ZTL. Montgomery Air Traffic Control Tower (MGM) called the Radar Associate position (D13) and informed ZTL that N3268T landed by or near a highway.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 07, 2024	REPORT NO. 24-001-ZTL
	NAME OF REPORTING FACILITY Montgomery ATCT (MGM)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 19, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0203 Atlanta Center (ZTL) called South Radar Position (S) with a handoff and information regarding N3268T. ZTL advised the aircraft had an emergency with intentions of landing at Selma Airport (SEM). S responded Radar Contact.

0204 S calls ZTL to verify if they are getting all pertinent information from N3268T.

0208 S attempted to make contact with N3268T, no response.

0209 ZTL called and asked S to flash the RADAR tag for N3268T back to ZTL. S asked if any coordination with SEM needed to be accomplished. ZTL advised they had notified the rescue vehicles.

0213 ZTL called to ask for information on a landing area west of SEM. S responded with a few roads near SEM.

0215 S called ZTL to advise that N3268T appeared to be off of Highway 41.

0221 ZTL advised that N3268T was down and asked S to notify any other contacts they might have. No further communication occurred about N3268T

 No More Follows