



National Transportation Safety Board
Office of Aviation Safety
Operational Factors Division (AS-30)

AIR TRAFFIC CONTROL

Event Findings

Response to IIC Assist Request [REDACTED]

NTSB Number

WPR16FA158

Prevailing WX

VMC

Date of Event (LCL)

Aug 3, 2016

Time of Event (LCL)

2122 MST

Date in PSB

Aug 5, 2016

Date Completed

Sep 7, 2017

Type Event

- ☒ Accident
☐ Incident
☐ Other

Source

- ☐ ROC
☒ FAA
☐ Other

Type Facility

- ☐ ARTCC
☒ TRACON
☐ ATCT

Agency

- ☒ FAA
☐ Contract
☐ Mil / DoD

Location of Event

Flagstaff, Arizona

Requesting IIC and Region/Division

Mike Huhn // WPR

IIC Prelim from aDMS

On August 2, 2016, about 2122 mountain standard time, a Piper PA-34-200T Seneca II, N82806, was destroyed when it impacted trees and terrain shortly after takeoff from Flagstaff Pulliam Airport (FLG), Flagstaff, Arizona. The airline transport pilot received fatal injuries. The personal flight was being conducted as a medical delivery mission for the volunteer organization Flights for Life (FFL), under the provisions of Title 14 Code of Federal Regulations Part 91. Night visual meteorological conditions prevailed at FLG at the time of the accident. No flight plan was filed.

ATC Review Synopsis

Radar, Voice, and Transcripts were requested by IIC. All other information contained within the the ATC Event Review / Findings section of this report.

NFETP // BS

ATC Additional Info

- ☐ IFR
☒ VFR w/ FF
☐ VFR
☐ NMAC
☐ Airspace Issue
☒ Other: Medical Delivery
- ☐ Loss of Sep
☐ RY Incur / Excur
☐ Surface Event
☐ Turb/Wake Event
☐ UAS

Data Utilized

- ☒ Radar
☒ Voice
☐ ASDE-X
☐ Interviews
☐ Playbacks (Satori, Instant, Falcon)
☒ Other: FAA ATC Accident Pkg
- ☒ OpsVue
☐ Imagery
☐ Admin/Pubs
☐ Statements

Miscellaneous / Remarks

ATC Investigator

Brian Soper // AS-30

ATC Event Review / Findings

Unfortunately, the radar data provided by the FAA was corrupt and included erroneous data that could not be extracted. The data was "generally consistent" with the track data that was obtained from OpsVue, a third party web-based application that combines multiple sources of track data only, and displays the likely flight track of that aircraft. Figure 1 shows the flight track of N82806 according to available track data, and Figure 2 is the plotted radar data provided by the FAA, which has multiple erroneous targets, however follows the same general track as the OpsVue data.

The following is a basic time line constructed from the certified voice recordings and transcripts provided by the FAA. All times are in mountain standard time (MST) and rounded to the nearest minute, and altitudes are in feet above mean sea level (msl). More precise times and exact transcripts are located in the FAA's ATC accident package attached to this report.

- 0415 N82806 called P50 while taxiing for departure at FLG and requested VFR flight following to Falcon Field (FFZ), he was issued the FLG altimeter setting and instructed to report airborne.
- 0419 N82806 reported airborne from runway 21 at FLG. He was instructed to stand by for radar identification.
- 0420 P50 instructed N82806 to ident, and seconds later advised N82806 that he was radar contact one mile southwest of FLG and instructed to maintain VFR. The pilot acknowledged. (There were no further transmissions received from N82806)
- 0422 P50 transmitted to N82806 that radar contact was lost, and received no response.
- ***** Numerous attempts were then made to contact N82806, including other sectors, as well as on guard frequencies, with no response on any attempt, and P50 initiated appropriate notifications and search procedures at about 0430 with a call to emergency services who informed him that they had received several 911 calls reporting a crash.
- 0439 Another aircraft awaiting departure at FLG (N39PH) advised P50 that he had seen N82806 depart runway 21 straight out, then bank right.
- ***** N39PH subsequently departed VFR and reported to ATC no visual signs of N82806, nor any receipt of an ELT signal.
- ***** The ALNOT process was started by P50, however the aircraft was located before the ALNOT was issued.

ANALYTICAL INFORMATION:

The weather was reporting VFR, the accident pilot called for VFR flight following upon departing FLG, and was given a beacon code to squawk on departure. Radar track data indicated that the accident aircraft did indeed depart under the assigned beacon code and voice recordings indicated that the pilot reported airborne. He was radar identified by ATC and no further transmissions were received from the accident pilot, including no distress call of any kind.

There were no reported weather conditions that would have indicated weather conditions would be a concern, and an aircraft departed the same airport VFR within minutes after N82806, and reported no meteorological problems to ATC.

DATA ATTACHED TO THIS FORM:

- Figure 1 - Flight Track Data from OpsVue.
- Figure 2 - Flight Track Data from FAA Radar Data.
- Radar data in .PPB format as provided by the FAA (corrupt file).
- Certified voice recording provided by the FAA from P50.
- FAA ATC Accident Package from P50.

FIGURE 1

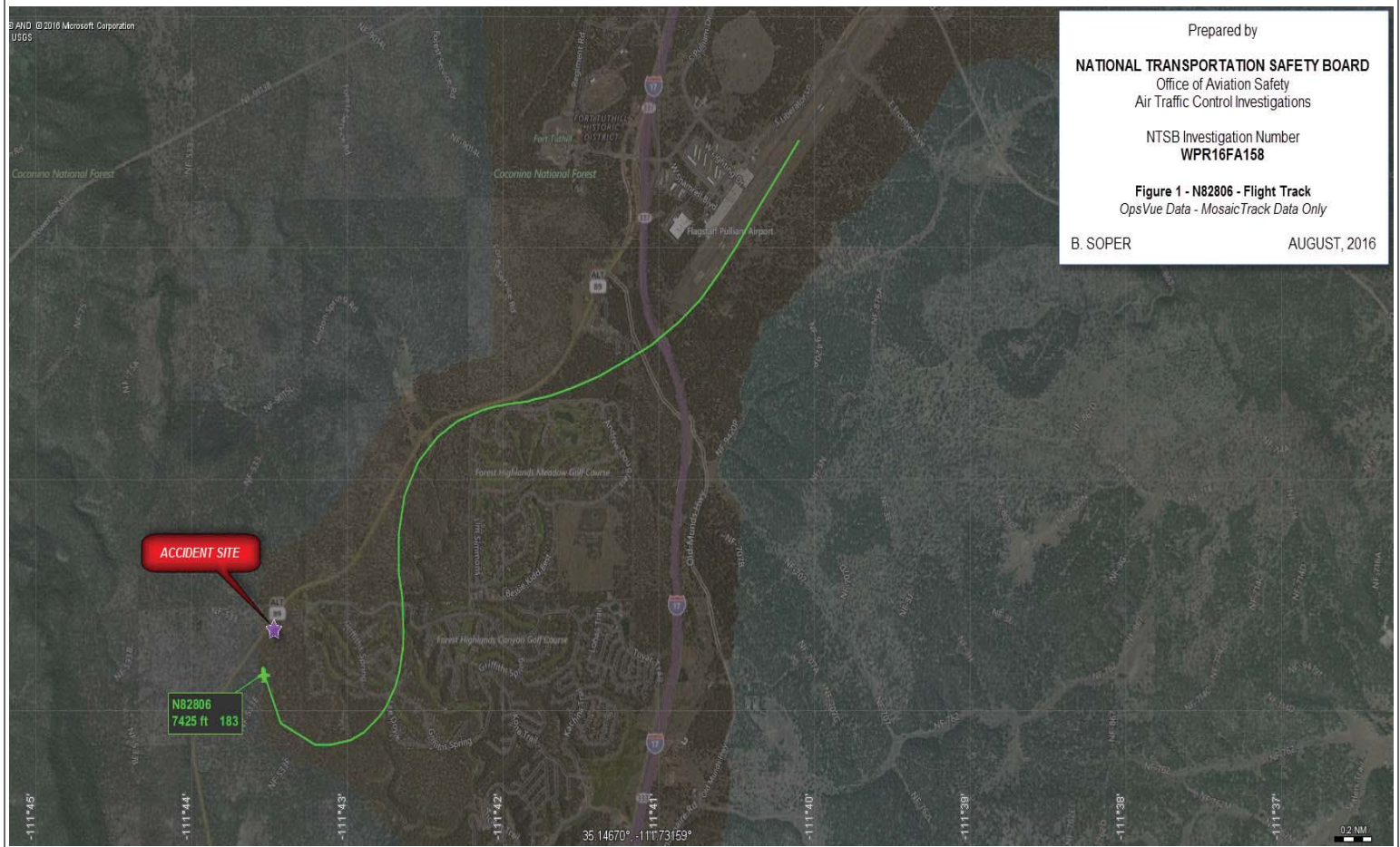


FIGURE 2

