



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

REPORT DATE

February 27, 2018

REPORT NO.

18-001-JCF

NAME OF REPORTING FACILITY

Las Vegas TRACON (L30)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
February 11, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1754 Experimental N52TH calls the Daggett (DAG) sector with a request. The DAG controller repeats the call sign and states Vegas. N52TH states they departed Henderson (HND) VFR to Van Nuys, California via the Daggett VOR and they would like flight following.
- 1755 The Daggett controller asks N52TH what their requested altitude will be. N52TH responds with 8,500 feet sir. The DAG controller tells N52TH to squawk four six one zero. The DAG controller calls N52TH radar contact 3 miles southwest of the Jean Airport and issues the altimeter three zero zero niner.
- 1756 The DAG controller advises N52TH that they are past the bravo shelf and if they want to start climbing up that is fine.
- 1757 The DAG controller issues a frequency change to Los Angeles Center sector 6 (ZLA) of 134.65

No More Follows



DEPARTMENT OF TRANSPORTATION
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REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

February 16, 2018

REPORT NO.

18-001-JCF

NAME OF REPORTING FACILITY

Los Angeles ARTCC (ZLA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
February 11, 2018

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1759 N52TH asks R6 if he hears them. R6 answers standby.

1802 R6 apologies for missing some check-ins because he got busy, calls out to N52TH to see if he was checking on. N52TH says affirmative, level at eight five. R6 acknowledges and issues the LAS altimeter.

1805 Radar contact is lost with N52TH.

1808 R6 tells N52TH radar contact is lost and he will advise him when he picks him back up on radar. No response.

1810 R6 again tells N52TH radar contact is lost and he will advise him when he picks him back up on radar. No response.

1811 N52TH shows back up on radar.

1813 R6 advises N52TH he is radar contact 15 miles south of Baker airport. N52TH acknowledges.

1814 R6 tells N52TH to contact L A Center on 132.5. N52TH acknowledges.

1815 N52TH asks R17 if he copies them checking in level at eight five. R17 answers the check in and issues the DAG altimeter. N52TH acknowledged.

1825 R17 asks N52TH to say type aircraft. N52TH responds.

1826 R17 tells N52TH to contact Joshua Approach on 124.55. N52TH acknowledges.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE	REPORT NO.
	March 14, 2018	18-001-JCF
NAME OF REPORTING FACILITY Joshua Control Facility CCF (JCF)		

14. CHRONOLOGICAL SUMMARY OF FLIGHT
February 11, 2018

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1826 Experimental N52TH checked in with Joshua Approach (JCF) advising they were flying VFR/085.

1827 JCF controller issued the Palmdale altimeter as 3005 and N52TH acknowledged.

1847 JCF received a call Southern California TRACON (SCT) advising Fillmore Sector (FILR) had just split off from Woodland Sector, which the automated handoff on N52TH had been flashing to. FILR manually acquired the handoff on N52TH.

1848 The JCF controller made a shoutline call to FILR advising N52TH was NORDO. Simultaneously, the datablock for N52TH went into Coast Track and dropped off the radarscope.

1925 Palmdale USAF (PMD) relayed a message from Sherrif's helicopter reporting a plane crash in Soledad Canyon.

1928 Regional Operation Center (ROC) also contacted JCF regarding downed aircraft near Agua Dulce, providing physical address as reported by Los Angeles law enforcement helicopter.

1938 Antelope Sector contacted FILR inquiring if N52TH landed VNY. FILR advised no, and that aircraft in the Newhall Pass routinely become non-radar in their descent to BUR/VNY.

1956 Los Angeles Center (ZLA) called JCF with a question about the departure airport for N52TH.

1958 JCF called ZLA confirming details of an ALNOT for a C172 and advised them that N52TH was an experimental/homebuilt aircraft VK3P.

2008 JCF called the DEN regarding the aircraft accident involving N52TH.

2016 JCF confirmed with ZLA that radar contact was lost at 1848Z. ZLA confirmed they issued the ALNOT.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 12, 2018	REPORT NO. 18-001-JCF
	NAME OF REPORTING FACILITY Southern California TRACON (SCT)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
February 11, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1847 FILR accepted a radar handoff on N52TH.

1848 JCF called FILR and advised that N52TH was no radio.

1850 FILR transmitted a radio check to N52TH that was not answered.

1853 FILR transmitted a radio check to N52TH that was not answered.

1857 FILR transmitted a radio check to N52TH that was not answered.

1932 JCF asked FILR if they had every communicated with N52TH, and advised they had received a Sherrif's report of a downed aircraft.

1936 Th BUR area CIC called the BUR FLM concerning the report of a downed aircraft.

1937 The BUR area CIC called WHP and asked if they had talked to N52TH, they reported they hadn't.

1943 The BUR area FLM called the OM with the report of the downed aircraft.

1952 The OM called ZLA regarding issuing an ALNOT.

1959 The OM called ZLA regarding LAT/LON of last radar hit on N52TH.

2010 ZLA called SCT OM regarding communication with the Region Operations Center.

2011 The SCT OM called the ROC with report of downed aircraft.

2016 The OM left a message for the ATM regarding a possible downed aircraft.

2018 The OM called the FLM regarding when the FILR sector was opened.

2022 The ROC called the OM regarding details of N52TH.

2034 The OM called the Terminal Assistant District Manager regarding N52TH.

2038 The OM left a message for the Staff Manager for Quality Control.

2041 The OM spoke with the ATM of CRQ ATCT and left message for SCT ATM.



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NAME OF REPORTING FACILITY

Southern California TRACON (SCT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2112 The OM briefed the QC manager on the event.

2123 The OM gathered information from the BUR area FLM regarding E10 and JCF.

2131 The ROC scheduled an SRT with SCT regarding N52TH.

2141 The OM reported the scheduled SRT to the QC manager.

2146 The OM left a message regarding the scheduled SRT for the TADM.

2151 The DDM and the OM discussed the SRT.

2159 The OM discussed airspace boundaries with the BUR area FLM.

2238 The OM inquired of ZLA when original notification occurred.

2253 The OM verified the certification date of the CPC on FILR with the BUR area FLM.

2321 The ROC, Headquarters, SCT and JCF began the SRT, and it continued to 00:25.

No More Follows