



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

REPORT DATE

June 01, 2023

REPORT NO.

23-002-ZDV

NAME OF REPORTING FACILITY

Denver TRACON (D01)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 14, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1645 Denver Terminal Radar Approach Control (D01) Departure Radar Two (DR2) issued an Instrument Flight Rules (IFR) release to Northern Colorado Regional Federal Contract Tower (FNL) for N665B on a heading of zero one zero degrees.

1646 D01 Standard Terminal Automation Replacement System (STARS) acquired a track on N665B.

1647 N665B made initial radio contact with DR2 and was instructed to climb and maintain twelve thousand feet.

1651 DR2 initiated a radar handoff to Denver Air Route Traffic Control Center (ZDV) on N665B.

1652 DR2 instructed N665B to proceed direct to YAMMI and join the Laramie transition.

1659 DR2 instructed N665B to contact ZDV on one two five point nine.

1702 N665B exited the lateral limits of D01 airspace.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 19, 2023	REPORT NO. 23-002-ZDV
	NAME OF REPORTING FACILITY Denver ARTCC (ZDV)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 14, 2023

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1653 Denver Terminal Radar Approach Control completed a radar hand off, of N665B to ZDV Sector 21 Radar (21R).

1659 N665B checked in with 21R climbing to 12,000 feet. 21R advised N665B of the Laramie Altimeter 30.49.

1707 21R advised N665B due to Minimum Instrument Flight Rules (IFR) Altitude (MIA), 21R will have to climb N665B to 13,000 feet. N665B acknowledged.

1709 21R instructed N665B to cross the Laramie Very High Frequency Omnirange Station (VOR) at 13,000 feet. N665B acknowledged.

1715 N665B reported mild rime at 13,000 feet. 21R asked N665B the Outside Air Temperature (OAT). N665B advised the OAT was -2 Celsius, 29 Fahrenheit. 21R asked if N665B wanted to climb higher. N665B stated they were okay for now.

1732 21R advised N665B Low Altitude Alert the MIA is 13,000 feet advise you climb immediately. No response. 21R again advised N665B of Low Altitude Alert, MIA is 13,000 feet. No response. 21R made a broadcast for N665B. N665B responded with we got a problem, hold on.

1733 21R asked if N665B needed a heading for lower terrain or to an airport. N665B responded with, will get back to you in a minute.

1734 21R broadcasted to N665B.

1735 21R advised N665B radar contact lost.

1739 21R broadcasted to N665B.

1740 21R asked UAL1824 to try and reach N665B. UAL1824 broadcasted to N665B.

1741 UAL1824 broadcasted to N665B on frequencies 121.5 (Guard) and 125.9.

1742 21R advised UAL1824 could broadcast every five minutes for N665B and listen for an Emergency Locator Transmitter (ELT).

1743 UAL1824 broadcasted to N665B.

1745 21R asked if UAL1824 had visual with the ground, UAL1824 replied negative.



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1747 UAL1824 broadcasted to N665B. 21R asked UAL1824 if they received an ELT. UAL1824 replied negative.

1748 UAL1824 advised they were starting to see the ground. 21R asked UAL1824 at 12 o'clock and 14 miles, do you see any smoke or an aircraft on the side of a mountain. UAL1824 replied negative.

1749 UAL1824 broadcasted to N665B. UAL1824 asked if the aircraft was going to Laramie. 21R advised that N665B had been westbound to Rock Springs. 21R asked if UAL1824 could see anything at 12 o'clock and 5 miles. UAL1824 replied negative.

1750 Alert Notice (ALNOT) issued for N665B. ZDV provided IFR services. Simultaneous loss of radar and communications at 1735.

1751 UAL1824 broadcasted to N665B.

1752 21R asked if UAL1824 was broadcasting for N665B on Guard. UAL1824 stated yes, on Guard and your frequency. 21R advised UAL1824 it sounded as if someone tried to reach out on Guard, could UAL1824 try again. UAL1824 acknowledged.

1753 UAL1824 broadcasted to N665B on Guard, twice.

1802 21R asked SKW4686 to monitor Guard for an ELT and broadcast for N665B.

1803 SKW4686 broadcasted to N665B. SKW4686 advised 21R no response from N665B. 21R advised SKW4686 to keep broadcasting every 5 minutes.

1804 SKW4686 asked 21R about N665B's route of flight. 21R advised SKW4686 of the route and where radar contact was lost.

1808 SKW4686 broadcasted to N665B.

1810 Air Force Rescue Coordination Center notified.

1812 SKW4686 broadcasted to N665B.

1813 SKW4686 broadcasted to N665B.

1823 21R asked if N4EH could see the ground at 9 o'clock and 30 miles. N4EH advised they were above a cloud layer and could not see the ground.

1826 21R asked N200UW on the ground at Laramie airport if N665B was at the Laramie airport. N200UW stated they did not see N665B on the ramp but



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would call for N665B on advisory frequency.

1827 N200UW had no response from N665B.

2025 ALNOT for N665B cancelled. Aircraft crashed and the wreckage was located.

No More Follows