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|  <b>DEPARTMENT OF TRANSPORTATION<br/>FEDERAL AVIATION ADMINISTRATION</b><br><b>REPORT OF AIRCRAFT ACCIDENT</b><br>(Continuation Sheet) | <b>REPORT DATE</b><br>January 11, 2024                       | <b>REPORT NO.</b><br>23-001-ZLA |
|                                                                                                                                                                                                                         | <b>NAME OF REPORTING FACILITY</b><br>Los Angeles ARTCC (ZLA) |                                 |

14. CHRONOLOGICAL SUMMARY OF FLIGHT  
December 10, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

2241 N4171S checked on with ZLA Sector 6 Radar Position (R6) requesting flight following. ZLA R6 issued N4171S a beacon code to squawk.

2242 ZLA R6 asked N4171S for aircraft type and destination. N4171S responded stating BE36/G and Prescott Regional Airport. ZLA R6 radar identified N4171S and issued the Kingman Airport altimeter.

2247 N4171S stated that he is losing oil pressure and will be returning to Sun Valley Airport (A20). ZLA R6 asked if N4171S is requesting any assistance and if he is okay. N4171S stated that he does not know what to do. There was a break in radio communication and then N4171S was heard stating something about the engine being off. ZLA R6 stated he will show A20 as his destination and asked if N4171S knows what is going on with his engine. N4171S stated he is losing oil pressure. ZLA R6 acknowledged.

2248 ZLA R6 advised N4171S that he is going to hold onto N4171S for as long as possible but will be losing radar on N4171S soon. ZLA R6 asked N4171S if he would like to switch frequencies or remain on ZLA R6's frequency for assistance. N4171S responded saying he will stay on ZLA R6's frequency. ZLA R6 acknowledged.

2250 ZLA R6 asked N4171S if his engines are working. N4171S responded saying he has it at idle. ZLA R6 asked N4171S if he thinks he can land safely. N4171S responded stating he doesn't know if he can get there. ZLA R6 advised N4171S of nearby airports and asked N4171S if he could maintain terrain and obstruction avoidance. N4171S responded saying affirmative. ZLA R6 acknowledged advised N4171S of the location of A20 in relation to N4171S's position.

2252 ZLA R6 asked N4171S if he sees any roads or freeways that he can use. N4171S responded saying not yet. N4171S then began to state that he was splitting the difference between trying to get to the airport but then radio communications cut out. ZLA R6 advised N4171S that radar contact had been lost and asked N4171S to state altitude. N4171S stated 3,500 feet. ZLA R6 acknowledged and asked if N4171S could still hear his transmissions. N4171S advised he is still on frequency. ZLA R6 acknowledged and advised that he might expect to lose radio coverage and that they will stay in constant contact. N4171S acknowledged.

2253 ZLA R6 advised SCX8234 that he is going to need him to circle around Needles VORTAC (EED) to see if SCX8234 can get a visual on N4171S.



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SCX8234 responded saying that is not a problem. ZLA R6 advised SCX8234 of the type aircraft, last known position, and location of A20. ZLA R6 cleared SCX8234 to descend and maintain 8,000 feet. SCX8234 acknowledged. ZLA R6 asked N4171S what the color of the aircraft is. There was no response from N4171S. SCX8234 then advised ZLA R6 that N4171S had responded stating the aircraft is white and blue. ZLA R6 acknowledged and advised SCX8234 that he will need SCX8234 to relay to N4171S for him. ZLA R6 then issued holding instructions to SCX8234 per the pilot's request.

2255 ZLA R6 asked SCX8234 to ask N4171S how far he is from A20. SCX8234 complied. ZLA R6 cleared SCX8234 to descend and maintain 7,000 feet. SCX8234 advised ZLA R6 that N4171S is looking for a place to land the aircraft in the desert. ZLA R6 acknowledged. ZLA R6 proceeded to vector SCX8234 around the EED area. SCX8234 advised ZLA R6 that N4171S stated they are 14 miles from the airport. ZLA R6 amended SCX8234's altitude to 8,000 feet. SCX8234 advised ZLA R6 that N4171S's engine is burning up. ZLA R6 advised SCX8234 to let him know if SCX8234 gets a visual on N4171S.

2258 SCX8234 called out to N4171S asking if he is north of the airport. ZLA R6 issued SCX8234 a present position hold. SCX8234 acknowledged. SCX8234 reached out to N4171S asking if he can hear SCX8234.

2259 ZLA Sector 6 Radar Associate Position (D6) called Las Vegas TRACON (L30) and advised them that FFT1700 will be high on the arrival due to the emergency with N4171S. L30 acknowledged. ZLA D6 called Bullhead International Airport (KIFP) and advised them that SCX8234 is holding near EED assisting with an emergency aircraft but will be inbound to KIFP. KIFP acknowledged. ZLA D6 called KIFP back and advised them of the emergency aircraft type and location in case KIFP had an aircraft that can get a visual. KIFP acknowledged.

2300 SCX8234 reached out to N4171S on guard.

2301 ZLA R6 vectored SCX8234 to a 025 heading. SCX8234 acknowledged.

2302 ZLA R6 asked SCX8234 if he had a visual on the aircraft. SCX8234 responded saying they are looking. ZLA R6 cleared SCX8234 to descend and maintain 7,300 feet. SCX8234 responded stand by. SCX8234 stated they're turning right and that they may have spotted N4171S. ZLA R6 cleared SCX8234 to descend and maintain 7,300 feet. SCX8234 acknowledged.

2303 SCX8234 advised ZLA R6 they are doing a right three sixty. ZLA R6 responded saying the right three sixty is approved.



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2304 SCX8234 advised ZLA R6 they see a fire on the east side of the river. ZLA R6 asked SCX8234 if that is the Colorado River. SCX8234 responded affirmative.

2305 ZLA D6 advised KIFP to disregard the emergency aircraft. KIFP acknowledged. ZLA R6 asked SCX8234 if they are able the visual approach at KIFP and if they want to do a couple more passes to get a confirmation. SCX8234 responded saying they are trying to turn around to get a better view and that they are observing heavy thick smoke coming off some wreckage right at his location. ZLA R6 responded saying affirmative.

2306 SCX8234 advised ZLA R6 that they are going to descend to 5,000 feet to try and get a better view. ZLA R6 advised SCX8234 that the Minimum Vectoring Altitude (MVA) in his vicinity is 5,900 feet and that he is approaching another MVA of 7,000 feet. SCX8234 acknowledged saying alright 5,900 feet. ZLA R6 reiterated that SCX8234 is nearing a 7,000 foot MVA as well. SCX8234 advised he is turning back southbound.

2307 ZLA R6 cleared SCX8234 to descend and maintain 5,900 feet. SCX8234 acknowledged.

2308 SCX8234 called mayday stating the he observes a blue and white airplane crashed at his position and that the right wing is on fire. ZLA R6 asked SCX8234 if it is just the right wing that is on fire. SCX8234 responded affirmative and that he needs to proceed inbound to KIFP. ZLA R6 acknowledged and cleared SCX8234 via a right turn direct KIFP. SCX8234 acknowledged.

2328 ALNOT issued.

December 11, 2023

0201 N4171S found, 8020-9 issued.

No More Follows