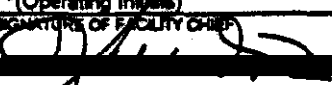


DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT		REPORT DATE January 14, 1997	REPORT NO. DTW-ATCT-181				
NAME OF REPORTING FACILITY Detroit (DTW) ATCT							
1. AIRCRAFT TYPE AND IDENTIFICATION Embraer Brasilia (E120) COM3272	2. DATE AND TIME OF ACCIDENT (UTC) January 9, 1997 2054 UTC	3. LOCATION OF ACCIDENT Itda, Michigan					
4. NATURE OF ACCIDENT Crashed on Final Approach		5. TYPE OF FLIGHT IFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNL- INJURED	IN- JURED	FATAL- ITY	
	Dann Carlson	Captain	Glencoe, KY			X	
	Kenneth Victor Reese	First Officer	Carmel, CA			X	
	Darinda Ogden-Nilsen	Flight Attendant	Lexington, KY			X	
7. PASSENGER DATA (If available, list names, addresses, extent of injuries, and other information on continuation sheet.)				NUMBER ABOARD AIRCRAFT 26	NUMBER UN- INJURED 0	NUMBER INJURED 0	NUMBER FATAL- ITIES 26
8. AIRCRAFT DAMAGE Demolished		9. PROPERTY DAMAGE None					
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA	CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT Detroit METAR 2054 - UTC: Wind zero seven zero at five, visibility three quarters statute mile, light snow, mist, ceiling six hundred broken, one thousand two hundred broken, altimeter two nine one nine.						
	REPORT JUST PRIOR TO ACCIDENT Detroit Special 2041 - UTC: Wind zero six zero at six, visibility one and one half statute miles, light snow, mist, six hundred scattered, ceiling one thousand one hundred broken altimeter two nine one nine.					DATE/TIME 01/09/97 2041 UTC	
	FIRST REPORT SUBSEQUENT TO ACCIDENT Detroit Special 2103 - UTC: Wind zero eight zero at three, visibility one statute mile, light snow, mist, six hundred scattered, nine hundred scattered, altimeter two nine one eight.					DATE/TIME 01/09/97 2103 UTC	
12. ATIS PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS		
	Gregory Martin *000	D21	West Feeder				
	Steven Cochran (SE)	D21	Arrival East				
	Kevin Bartlett (KB)	D21	Area Supervisor				
13. SIGNATURE OF FACILITY CHIEF  Paul J. Sheridan							

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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	<small>REPORT DATE</small> January 13, 1997	<small>REPORT NO.</small> DTW-ATCT-181
	<small>NAME OF REPORTING FACILITY</small> CINCINNATI (CVG) ATCT	

14. CHRONOLOGICAL SUMMARY OF FLIGHT (including control or other services provided by ATIS facilities, and emergency action taken.)

January 9, 1997

**ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED**

- 1943 - COM3272 contacts Cincinnati (CVG) Clearance Delivery (CD) and requests IFR clearance to Detroit (DTW)
- 1944 - COM3272 is issued standard IFR clearance to DTW by Cincinnati (CVG) Clearance Delivery (CD)
- 2002 - COM3272 contacts CVG Ground Control (GCW) and requests taxi instructions
- 2003 - GCW instructs COM3272 to taxi to runway 27
- 2008 - COM3272 is instructed by the CVG Local Control West (LCW) controller to turn right heading 290 and cleared for takeoff runway 27
- 2008 - The pilot of COM3272 acknowledges takeoff clearance
- 2009 - COM3272 is instructed by LCW to contact departure control
- The pilot of COM3272 acknowledges to contact departure
- 2009 - COM3272 contacts CVG Departure Control North (DRN)
- 2009 - COM3272 is radar identified by DRN and is instructed to climb and maintain 6,000
- The pilot of COM3272 acknowledges ATC instructions
- 2011 - COM3272 is instructed by DRN to turn right heading 310 and climb and maintain 11,000
- The pilot of COM3272 acknowledges ATC instructions
- 2112 - COM3272 is instructed by DRN to turn right heading 340
- The pilot of COM3272 acknowledges ATC instructions
- 2013 - COM3272 is instructed by DRN to turn right heading 040 on course
- The pilot of COM3272 acknowledges ATC instructions
- 2014 - COM3272 is instructed by DRN to contact Indy Center
- The pilot of COM3272 acknowledges ATC instructions

NO MORE FOLLOWS

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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Distribution Sheet)</small>	<small>REPORT DATE</small> January 15, 1997	DTW-ATCT-181
	<small>NAME OF REPORTING FACILITY</small> Indianapolis (ZID) ARTCC	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

January 9, 1997

**ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED**

2014 - COM3272 contacts Indianapolis ARTCC, Covington radar controller (CVG-R), leaving 9,600 climbing to maintain 11,000.

CVG-R clears COM3272 to climb and maintain FL190, direct Dayton VOR (DQN) Mizar2 arrival.

2019 - CVG-R instructs COM3272 to contact Indianapolis ARTCC, Rosewood radar controller (ROD-R) on frequency 134.7.

COM3272 contacts ROD-R leaving 14,300 climbing to FL190.

ROD-R advises COM3272 to expect some light chop around 15,000-16,000. Above 16,000 it seems to be pretty smooth.

2023 - COM3272 reports to ROD-R they are right in the tops at FL190 and requests FL210.

ROD-R clears COM3272 to climb and maintain FL210.

2027 - ROD-R asks COM3272 how is the ride at FL210. COM3272 advises it is smooth.

2031 - COM3272 is instructed to contact Cleveland ARTCC frequency 123.9.

COM3272 acknowledges frequency change.

No More Follows

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT

REPORT DATE

January 16, 1997

REPORT NO.

DTW-ATCT-181

NAME OF REPORTING FACILITY

Cleveland ARTC Center

(Continuation Sheet)

RE: ENVIRONMENTAL SUMMARY OF FLIGHT (including enroute or other services provided by ATIS facilities, and emergency action taken.)

January 9, 1997

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2031- Cleveland Center, Pandora (PAN) sector, accepted a radar hand-off on COM3272. COM3272 reported on PAN frequency at FL210. PAN acknowledged.
- 2033- COM3272 reported a smooth ride at FL210. PAN acknowledged.
- 2035- PAN initiated a radar hand-off to Cleveland Center, Litchfield (LFD) sector, on COM3272. LFD issued COM3272 a descent clearance to 12,000 and issued the local altimeter. COM3272 acknowledged.
- 2036- LFD accepted the hand-off on COM3272. PAN issued COM3272 a frequency change. COM3272 acknowledged. COM3272 reported on frequency descending to 12,000. LFD acknowledged and issued no delay descent clearance for traffic. COM3272 acknowledged.
- 2039- LFD issued COM3272 descent clearance to 11,000 and a heading to join the arrival. COM3272 acknowledged.
- 2041- LFD initiated a hand-off to Detroit Approach (DTW) on COM3272.
- 2042- LFD issued COM3272 a frequency change to DTW. COM3272 acknowledged.

NO MORE FOLLOWS

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT

REPORT DATE

January 21, 1997

REPORT NO.

DTW-ATCT-181

NAME OF REPORTING FACILITY
Detroit (DTW) ATCT

14. CHRONOLOGICAL SUMMARY OF FLIGHT (including enroute or other services provided by ATIS facilities, and emergency actions taken.)

January 9, 1997

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2043 - COM3272 established radio contact with Detroit Approach West Feeder position (S) and was issued a heading of 050° at MIZAR for ILS 3R approach.
- 2044 - COM3272 was issued speed reduction to 190 knots.
- 2045 - COM3272 was issued descent to 7,000.
- 2046 - COM3272 was issued a heading of 030° for sequencing.
- 2047 - COM3272 was issued a right turn, heading 055°.
- 2048 - COM3272 was issued a right turn, heading 070°.
- 2049 - COM3272 was issued a right turn, heading 140°, and a speed reduction to 190 knots.
- 2050 - COM3272 was issued a frequency change to Detroit Approach Arrival East position (B). COM3272 reported on frequency at 7,000. COM3272 was issued a speed reduction to 170 knots and descent to 6,000.
- 2051 - COM3272 was issued heading 140°.
- 2052 - COM3272 was issued descent to 4,000.
- 2053 - COM3272 was issued right turn heading 180° and speed reduction to 150 knots. COM3272 was issued a left turn heading 090° to plan a vector across the localizer.
- 2054 - COM 3272 was issued a left turn heading 060° to join the localizer and descent to 3,000. COM3272 did not reply. The B controller repeated instructions to COM3272 to turn left heading 060° to join the localizer and maintain 3,000.
- 2055 - B controller transmitted to COM3272 for a response and received no reply.

No More Follows

B-5