

**AIRCRAFT ACCIDENT PACKAGE**

**FDK-FCT-0002**

**N7518Q, R44 and N122ES, SR22**

**October 23, 2014, 1938 UTC**

**Destroy, October 23, 2019 UTC**

**Section 1.  
Table of Contents**

FDK-FCT-0002  
N7518Q, N122ES

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**SECTION 2.**  
**FAA Form 8020-6, Report of Aircraft Accident**  
**and FAA Form 8020-6-1, Report of Aircraft Accident (Continuation Sheet)**

FDK-FCT-0002  
N7518Q, N122ES

FAA Form 8020-6, Report of Aircraft Accident



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

**REPORT OF AIRCRAFT ACCIDENT**

Report Date: December 2, 2014  
Report Number: FDK-FCT-0002

Name of Reporting Facility: Frederick Municipal Airport FCT (FDK)

1. Aircraft Identification and Type: N7518Q, R44  
2. Date/Time of Accident (GMT): October 23, 2014, 1938 UTC  
3. Location of Accident: Frederick, MD, 3/8 mile west northwest of the runway five threshold  
4. Nature of Accident: Helicopter collided with aircraft  
5. Type of Flight: VFR Local

6. Flight Crew	Name	Position	Address (City and State)	Uninjured	Injured	Fatality	Unknown
	William Jenkins	Pilot	Morrison, CO				X
Christopher D. Parsons	Co-pilot	Westminster, MD				X	

7. Passenger Data: (If available, list names, addresses, extent of injuries and other information on continuation sheet.)  
Brendan J. McFawn  
Number Aboard: 1  
Number Uninjured: 0  
Number Injured: 0  
Number Fatalities: 1

8. Aircraft Damage: Destroyed  
9. Property Damage: Unknown

10. Operating Status of Navigational Aids/Lights/Communications: Normal

11. Weather Data  
Conditions in Accident Area at Time of Accident:  
Frederick METAR - 1445 EDT: wind three five zero at one five gusts two zero knots, visibility one zero statute miles, ceiling four thousand four hundred broken, temperature one nine, dewpoint seven, altimeter two nine nine zero  
Report Just Prior to Accident:  
Frederick METAR - 1445 EDT: wind three five zero at one five gusts two zero knots, visibility one zero statute miles, ceiling four thousand four hundred broken, temperature one nine, dewpoint seven, altimeter two nine nine zero  
Date/Time: 10/23/2014 1845 UTC  
First Report Subsequent to Accident:  
Frederick METAR - 1553 EDT: wind three three zero at one six gusts two one knots, visibility one zero statute miles, four thousand eight hundred scattered, temperature one nine, dewpoint seven, altimeter two nine nine one  
Date/Time: 10/23/2014 1953 UTC

12. ATIS Personnel Involved	Name	Facility	Operating Position	Check If Eyewitness
	Charlotte J. Happle *(CJ)	FDK FCT	LC/GC/CIC	
Michelle R. Salcedo *(ME)	FDK FCT	None		X

\*Operating Initials

13. Signature of Facility Manager  
[Redacted Signature]  
I. Eld E. Johnson

FDK-FCT-0002  
N7518Q, N122ES



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

REPORT DATE

December 3, 2014

REPORT NO

FDK-FCT-0002

NAME OF REPORTING FACILITY

Frederick Municipal Airport FCT (FDK)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

October 23, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1924 The FDK Local Controller (LC) received an IFR inbound call from Potomac TRACON for N122ES, an SR22, for a visual approach to runway 30.
- 1933 The pilot of N122ES contacted the FDK LC 10 miles west of the airport and was instructed by the FDK LC to report 3 miles west for a left downwind to runway 30.
- 1934 The pilot of N7518Q, an R44 helicopter, contacted the FDK LC requesting to depart and remain in a left traffic pattern for the grass area.
- 1935 The FDK LC confirmed that the pilot of N7518Q wanted to take off from Taxiway Alpha, and then cleared N7518Q for takeoff, provided wind information, and instructed N7518Q to report turning left base. The pilot of N7518Q acknowledged.
- 1936 The FDK LC instructed the pilot of N122ES to report mid-field left downwind for runway 30 and gave traffic on three helicopters in the traffic pattern below. The pilot of N122ES reported two of the helicopters in sight. The FDK LC reported N122ES in sight, then instructed the pilot of N122ES to maintain altitude until turning base and cleared N122ES to land runway 30.
- 1938 N122ES collided with N7518Q and N122ES. N7518Q crashed and N122ES descended to the ground via parachute. The pilot of an unknown aircraft reported the airplane and helicopter down and the FDK LC responded that they had seen it.
- 1939 The FDK LC contacted Potomac TRACON and reported that N122ES had crashed. The FDK ATCS reported the crash and its location to 911. The FDK LC contacted the other two helicopters that were in the pattern, N2342U and N444PH, and confirmed their call-signs and location.
- 1940 The FDK LC attempted to contact N7518Q and the pilot of one of N2342U reported that N7518Q was down. The FDK LC reported that emergency vehicles were on the way. The FDK LC then attempted to contact the pilot of N122ES but received no response. The FDK ATCS continued to coordinate with 911 regarding the crash and was asked by 911 personnel if only one aircraft was involved and if they could confirm a collision. The FDK ATCS asked the FDK LC if there had been a collision, but the FDK LC could not confirm it.
- 1941 The FDK ATCS reported to 911 personnel that a possible collision had occurred. 911 personnel requested a call back with further information and reported that the fire department had been dispatched.

(Continued)





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

REPORT DATE

December 3, 2014

REPORT NO.

FDK-FCT-0002

NAME OF REPORTING FACILITY

Frederick Municipal Airport FCT (FDK)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

October 23, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1942 The FDK LC contacted Potomac TRACON and reported that the airfield was closed and that N122ES crashed with a helicopter.
- 1943 NCR contacted the FDK LC to confirm there had been an accident at the airport. The FDK LC provided the known details of the accident and confirmed that a possible midair collision had occurred.
- 1947 The FDK LC contacted the ESA ROC via landline about the crash and requested a conference call with FSDO and the DEN.
- 1948 The ESA ROC asked the FDK LC what happened and the FDK LC provided information about the accident and the aircraft involved.
- 1949 The ESA ROC informed the FDK LC that they were going to get public affairs and the FDK LC indicated they didn't want to start with that agency. The ESA ROC explained that they were trying to reach QC, but weren't having any luck. The ESA ROC then informed that they would get the inspector. Trooper 3 contacted the FDK LC to fly over to the accident scene. The FDK LC cleared Trooper 3 to proceed and provided the pilot with an explanation of what happened.
- 1950 The FDK LC asked the ESA ROC if it was the FSDO inspector they would be speaking with and the ESA ROC indicated that it was. The ESA ROC asked the FDK LC if they knew of any fatalities. The FDK LC responded that they didn't know, but that Trooper 3 was enroute to the accident site. FSDO came on the line and the ESA ROC informed them that there had been a crash at FDK concerning N122ES and that the FDK LC was going to provide a briefing regarding the accident.
- 1951 The FDK LC gave her name and provided her account of the circumstances leading to the time she heard screaming over the LC frequency and saw a parachute deploy.
- 1952 FSDO asked if the accident occurred on the airport and the FDK LC responded that it had. The FDK LC indicated to FSDO that they had called 911 as part of their normal procedure for aircraft accidents, then informed the ATCS that it looked like emergency vehicles were entering the ramp.
- 1953 FSDO requested verification of the aircraft's tail number. The FDK LC provided that information and that it was believed the aircraft collided with N7518Q.

(Continued)



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

REPORT DATE

December 3, 2014

REPORT NO

FDK-FCT-0002

NAME OF REPORTING FACILITY

Frederick Municipal Airport FCT (FDK)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

October 23, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1954 FSDO asked the FDK LC for their phone and name and the FDK LC provided that information. The ESA ROC informed the FDK LC that they would like to link them with an individual from QA when the FSDO inspector was done.
- 1955 The ESA ROC informed the FDK LC that they would call them back and put them on with the individual from QA, and then confirmed the phone number for the FDK LC. The ESA ROC asked the FDK LC to confirm that Cirrus N122ES struck helicopter N7518Q and the FDK LC replied that they believed that's what happened. The ESA ROC asked the FDK LC if they were okay.
- 1956 The FDK LC responded that they were alright and the ESA ROC asked them to hold.

Cont'd

N122ES, SR22

Pilot – Scott V. Graeves, Brookeville, MD. Minor Injuries

Passenger – Gilbert Porter, Sandy Springs, MD. Minor Injuries

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No More Follows



**SECTION 3.**  
**Certified Index**

FDK-FCT-0002  
N7518Q, N122ES

CERTIFIED INDEX

December 3, 2014

I hereby certify that the following originals are on file in this office.

FAA Form 8020-6  
FAA Form 8020-6-1  
FAA Form 7230-4  
Personnel Logs  
Certified Original Copies of Voice Recordings  
Certified Working Copies of Voice Recordings  
FAA Form 7230-10  
Facility Layout Chart  
Airport Diagram  
Flight Progress Strip  
Transcriptions of Voice Recording  
FAA Form 8020-3  
FAA Form 8020-26  
Weather Products



Todd E. Johnson  
Air Traffic Manager  
Frederick Municipal Airport FCT

FDK-FCT-0002  
N7518Q, N122ES

**SECTION 4.**  
**FAA Form 7230-4, Daily Record of Facility Operation**

FDK-FCT-0002  
N7518Q, N122ES

### DAILY RECORD OF FACILITY OPERATION

PAGE NO  
Page 1 of 1

DATE  
Oct 23, 2014

LOCATION Frederick, MD	IDENTIFICATION FDK	TYPE FACILITY ATCT	OPERATING POSITION CIC	CHECKED BY 
				AIR TRAFFIC MANAGER Todd E. Johnson

UTC TIME	REMARKS
1100	J. LARGENT ON. WCLC. -- WV
1127	RCDR CHK OK. -- WV
1327	C. SWAN ON. -- WV
1400	WCLC. -- WV
1600	C. HAPPLE ON. -- CJ
1640	J. LARGENT ON. -- WV
1706	M. SALCEDO ON. -- ME
1800	WCLC. -- ME
1825	C. HAPPLE ON. -- CJ
1940	M. SALCEDO ON. AIRPORT CLSD DUE TO AIRCRAFT ACCIDENT. -- ME
2140	F. BRAKENWAGEN ON. AIRFIELD OPENED. WCLC. -- BN
2200	WCLC. -- BN
0100	COB -- BN

<p>I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.</p>	<p>SIGNATURE(S) OF WATCH SUPERVISOR(S) </p>
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**SECTION 5.**  
**Personnel Log**

FDK-FCT-0002  
N7518Q, N122ES





## MIDWEST AIR TRAFFIC CONTROL SERVICE, INC. BI-WEEKLY TIMESHEET

EMPLOYEE NAME: <b>Charlotte Happle</b>		PAY PERIOD: <b>23</b>			STARTING PERIOD: 10/12/14			
EMPLOYEE NUMBER: <b>10688</b>		NOTE: Sign In when you enter on duty, and sign out when you are terminating your duty status.			PERIOD ENDING: 10/25/14			
FACILITY ID: <b>FDK</b>		<b>DO NOT SIGN IN AND OUT AT THE SAME TIME</b>						
Date	Employee Signature	Time In	Time Out	TOTAL Hours	Vacation Hours	Personal Hours	Holiday Hours (0800-1600)	Remarks
Sunday, October 12, 2014	[Redacted Signature]	0645	1445	8				
Monday, October 13, 2014	[Redacted Signature]						8	RDO Holiday
Tuesday, October 14, 2014	[Redacted Signature]							RDO
Wednesday, October 15, 2014	[Redacted Signature]	1315	2115	8				
Thursday, October 16, 2014	[Redacted Signature]	1200	2000	8				
Friday, October 17, 2014	[Redacted Signature]	0700	1500	8				
Saturday, October 18, 2014	[Redacted Signature]	0700	1500	8				
Sunday, October 19, 2014	[Redacted Signature]	0645	1445	8				
Monday, October 20, 2014	[Redacted Signature]							RDO
Tuesday, October 21, 2014	[Redacted Signature]							RDO
Wednesday, October 22, 2014	[Redacted Signature]	1315	2115	8				
Thursday, October 23, 2014	[Redacted Signature]	1200	2000	8				
Friday, October 24, 2014	[Redacted Signature]	0800	1600	8				ADMIN
Saturday, October 25, 2014	[Redacted Signature]	0800	1400	8				ADMIN
<i>I certify that the information entered above is correct and I understand that any fraudulent information may subject me to criminal prosecution in accordance with the applicable statutes of the United States Government.</i>								
Employee Signature:		[Redacted Signature]					Date: 10-25-14	
<i>Unless otherwise noted above, I certify this individual was assigned to work on the above dates. I verify that the information on this time sheet is true and correct to the best of my knowledge.</i>								
ATM/Supervisor Signature:		[Redacted Signature]					Date: 10/25/14	



# MIDWEST AIR TRAFFIC CONTROL SERVICE, INC. BI-WEEKLY TIMESHEET

EMPLOYEE NAME: Charlotte Happle	PAY PERIOD: 23	STARTING PERIOD: 10/12/14
EMPLOYEE NUMBER: 10688	NOTE: Sign in when you enter on duty, and sign out when you are terminating your duty status.	PERIOD ENDING: 10/25/14
FACILITY ID: FDK		

**DO NOT SIGN IN AND OUT AT THE SAME TIME**

Date	Employee Signature	Time In	Time Out	TOTAL Hours	Vacation Hours	Personal Hours	Holiday Hours (0800-1600)	Remarks
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Thursday, October 23, 2014	[Redacted]	1315	2115	8				
Friday, October 24, 2014	[Redacted]	1200	2000	8				
Saturday, October 25, 2014	[Redacted]	0800	1600	8				ADMIN
		0800	1400	8				ADMIN

I certify that the information entered above is correct and I understand that any fraudulent information may subject me to criminal prosecution in accordance with the applicable statutes of the United States Government.

Employee Signature: [Redacted]	Date: 10-25-14
Unless otherwise noted above, I certify this individual was assigned to work on the above dates. I verify that the information on this time sheet is true and correct to the best of my knowledge.	
ATM/Supervisor Signature: [Redacted]	Date: 10/25/14

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FDK-FCT-0002  
N7518Q, N122ES

**SECTION 6.**  
**FAA Form 7230-10, Position Logs**

FDK-FCT-0002  
N7518Q, N122ES



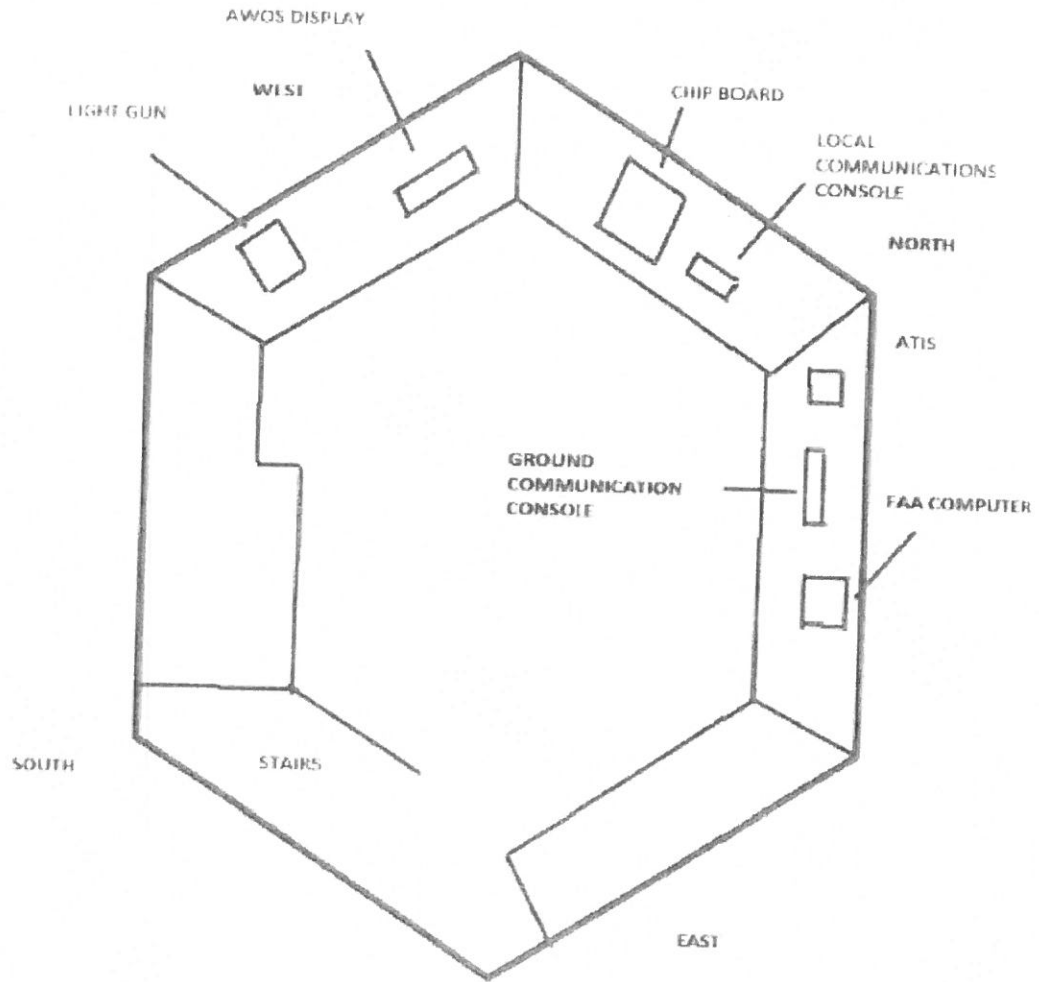




**SECTION 7.**  
**Facility Layout Chart**

FDK-FCT-0002  
N7518Q, N122ES

# FDK Tower Cab Layout



FDK-FCT-0002  
N7518Q, N122ES

**SECTION 8.**  
**Airport Diagram**

FDK-FCT-0002  
N7518Q, N122ES



**SECTION 9.**  
**Flight Progress Strip**

FDK-FCT-0002  
N7518Q, N122ES



Frederick Municipal Airport FCT

N122ES		14	3W
SRZZ		mins W 1925	

VA	934	
30		

**SECTION 10.**  
**Transcription of Voice Recordings**

FDK-FCT-0002  
N7518Q, N122ES

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# Memorandum


Date: February 17, 2015  
To: Aircraft Accident File FDK-FCT-0002  
From: Frederick Municipal Airport, FAA Contract Tower  
Subject: INFORMATION: Full Transcript  
Aircraft Accident, N122ES / N7518Q  
Frederick, MD, October 23, 2014

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This transcription covers the Frederick Municipal Airport FAA Contract Tower (FDK) combined Local Control (LC) position, Ground Control (GC) position, and Landline communications for the time period from October 23, 2014, 1920 UTC, to October 23, 2014, 2004 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
R22, N444PH	N444PH
FDK Local Controller	FDK LC
R22, N2342U	N2342U
LUCKE, Potomac Consolidated TRACON	LUCKE
TB20, N43T	N43T
C525, N612JD	N612JD
Chesapeake Flight Data	PCT
SR22, N122ES	N122ES
R44, N7518Q	N7518Q
BELAY, Potomac Consolidated TRACON	BELAY
FDK ATC Specialist	ATCS
Frederick County Police Emergency	911
Unknown	UNK
8KCAB, N551SB	N551SB
National Capital Region Coordination Center	NCR
PA32, N3471W	N3471W
Eastern Regional Operations Center	ESA ROC
AW139, Medevac Trooper 3	TRP3
Baltimore Flight Standards District Office	FSDO

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N122ES and N7518Q.

  
Tim Pierce  
Manager, Safety Management and Training  
Midwest ATC Service, Inc.

1920  
1921  
1922  
1922:51 N444PH frederick tower helicopter four papa hotel (unintelligible)

1922:54 FDK LC four papa hotel option in the grass at your own risk use caution the wind three three zero at one five gust two two

1923:00 N444PH four papa hotel

1923:10 N2342U frederick tower this is helicopter two three four two uniform we're left base for the grass

1923:15 FDK LC four two uniform option in the grass at your own risk use caution and company's on its way inbound from the west be approaching the grass

1923:24 N2342U be watching for that company we're option to the grass ah four two uniform

1923:29 FDK LC four papa hotel company's in left closed traffic he's turning left base now abeam the control tower

1923:34 N444PH four papa hotel traffic in sight

1923:38 FDK LC four papa hotel you gonna enter left traffic uh to follow or or what you gonna do

1923:42 N444PH four papa hotel affirmative

1923:44 FDK LC roger

1924  
1924:06 LUCKE frederick tower lucke inbound

1924:09 FDK LC what ya got

1924:10 LUCKE let's see fourteen minutes uh west of the field november one two two echo sierra a cirrus for the visual approach to runway thirty

1924:19 FDK LC c j

1924:20 LUCKE (unintelligible)

1924:34 FDK LC four three tango say your progress

1924:36 N43T ah four three tango we're about a mile north of ricky

1924:40 FDK LC roger ah you're not in sight just report a mile final i have two helicopters in left traffic to the grass they're crossing over runway two three

1924:51 N43T okay call you a mile final four three tango  
1925  
1926  
1927

1927:18 FDK LC four three tango ah say your distance

1927:21 N43T ah four three tango we're two out a mile and a half out or so

1927:25 FDK LC roger what're you gonna do after this

1927:28 N43T four three tango looking for the ah published missed and ah then join the procedure turn for a third low approach

1927:35 FDK LC helicopter four two uniform you in left traffic

1927:39 N2342U yes i am turning left downwind now four two uniform



1927:42 FDK LC alright expedite crossing ah runway two three traffic is a cherokee on about a two mile final is gonna make a low approach to two three

1927:51 N2342U alright expediting over two three looking for traffic four two uniform

1927:55 FDK LC four papa hotel ah make right traffic uh disregard just extend your upwind about a half mile

1928:03 N444PH four papa hotel extending upwind

1928:06 FDK LC and uh four three tango i got two helicopters in left traffic to ah runway three zero actually the grass they're down at a thousand feet ah i see you're on the miss and wha what's your altitude

1928:20 N43T ah trinidad trinadad four three tango's clearing one thousand four hundred

1928:24 FDK LC trinidad four three tango report entering the hold at ricky

1928:28 N43T ah okay we'll ah look to cross ricky to join the procedure turn if that's okay

1928:35 FDK LC alright ah report ah the procedure turn inbound with your distance

1928:40 N43T we'll call you ah procedure turn inbound with distance four three tango

1928:44 FDK LC four papa hotel you can start your crosswind now thank you and what altitude you climbing to

1928:49 N444PH four papa hotel turning crosswind climbing to one thousand two hundred

1928:52	FDK LC	roger that trinidad is just overhead ah start'n a left turn northeast bound
1928:59	N444PH	four papa hotel negative contact
1929:02	N2342U	and frederick tower helicopter four two uniform is base to final for the grass
1929:06	FDK LC	four two uniform option to the grass at your own risk use caution
1929:09	N2342U	option to the grass four two uniform
1929:26	N444PH	tower four two uniform is high tight left downwind for the grass
1929:30	FDK LC	four two uniform ah roger option in the grass at your own risk use caution
1929:34	N444PH	i'm sorry correction ah four papa hotel option in the grass
1929:37	FDK LC	i knew that
1929:41	FDK LC	four papa hotel option in the grass at your own risk use caution
1929:45	N444PH	roger four papa hotel
1930 1930:53	N444PH	tower four papa hotel we're going around on this one
1930:55	FDK LC	roger
1931 1931:30	N444PH	tower four papa hotel is turning high tight left downwind for the grass

1931:34	FDK LC	four papa hotel option in the grass at your own risk use caution
1931:37	N444PH	option in the grass four papa hotel
1932		
1933		
1933:44	N612JD	ah frederick ground citation six one two juliet delta
1933:49	FDK LC	six one two juliet delta frederick
1933:52	N612JD	ah good afternoon six one two juliet delta has papa like to pick up i f r to greensboro
1934		
1934:01	FDK LC	golf sierra oscar
1934:03	N612JD	affirm
1934:04	FDK LC	roger clearance on request stand by
1934:09	N122ES	and frederick tower cirrus one two two echo sierra
1934:12	FDK LC	cirrus one two echo sierra frederick
1934:14	N122ES	ah ten miles west at three thousand with papa
1934:20	N444PH	(unintelligible) left downwind for the grass
1934:24	FDK LC	cirrus one ah two two echo sierra report three miles west for a left downwind runway three zero
1934:30	N122ES	report three miles west for a downwind three zero one two two echo sierra
1934:34	FDK LC	four papa hotel's that you option in the grass at your own risk use

caution you were stepped on

1934:39 N444PH yeah sorry about that four papa hotel option in the grass

1934:43 N7518Q frederick tower this is helicopter seven five one eight quebec at advanced would like ah to depart to for left closed traffic to the grass and we have the two helicopters in sight

1934:53 FDK LC one eight quebec you want to depart alpha you said

1934:54 ATCS chesapeake flight data frederick request clearance

1934:56 N7518Q that's affirmative and we have papa

1934:59 FDK LC one eight quebec ah departure from alpha at your own risk correction ah taxiway alpha cleared for takeoff wind three three zero at one three gust two zero cleared for takeoff report turning ah left base

1935:03 PCT data

1935:05 ATCS yes request clearance citation six one two ah juliet (unintelligible)

1935:11 PCT ah six one two juliet delta is cleared to

1935:11 N7518Q cleared for takeoff report left base one eight quebec

1935:13 ATCS yeah

1935:13 PCT greensboro ah via radar vector i'm sorry direct westminster radar vectors hafnr that's hotel alpha foxtrot november romeo gordonsville

1935:14	N2342U	and frederick tower helicopter four two uniform turning final for the grass
1935:18	FDK LC	four two uniform option in the grass at your own risk use caution
1935:22	N2342U	option in the grass (unintelligible) ah four two uniform
1935:25	FDK LC	roger
1935:27	ATCS	what's that
1935:28	PCT	golf victor echo direct lynchburg lima yankee hotel the henby two arrival that's hotel echo november bravo yankee two arrival expect flight level two six zero squawk five six seven six
1935:31	FDK LC	four three tango i don't know if i'll be able to complete this approach for ya i have three helicopters in left traffic and a fixed wing inbound from the west
1935:41	N43T	(unintelligible) four three tango ah we'll call you as we get closer
1935:50	ATCS	thank you m e
1935:51	PCT	(unintelligible)
1936 1936:02	FDK LC	citation six one two juliet delta your clearance available
1936:05	N612JD	i'm ready
1936:06	FDK LC	six one two juliet delta's cleared to the greensboro airport after departure proceed direct westminister radar vectors to the hafnr intersection direct gordonsville and ah direct lima yankee hotel to the henby intersection correction after ah lima yankee hotel henby two arrival into lynch into greensboro maintain three thousand

expect flight level two six zero one zero minutes after departure  
departure frequency will be one two five point ah five two squawk  
five six seven six

1936:49 N612JD citation six one two juliet delta's cleared to greensboro  
(unintelligible) controlled airspace to e t m i vectors hafnr  
gordonsville direct lynchburg ah henby two arrival three thousand  
two six zero one zero minutes after one two five five two five six  
seven six

1936:52 N122ES and frederick tower cirrus one two two echo sierra is  
(unintelligible) forty five for three zero

1937:05 N444PH frederick tower four papa hotel's high tight left downwind for the  
grass

1937:10 FDK LC four papa hotel option in the grass at your own risk use caution and  
on next go around stay at a thousand feet i have traffic in the  
downwind

1937:19 N444PH roger cleared for the option in the grass stay at a thousand next go  
round four papa hotel

1937:23 FDK LC cirrus two echo sierra report midfield left downwind for runway  
three zero i'll have three helicopters below you in the ah traffic  
pattern

1937:31 N122ES i have reported midfield downwind and i got two of them in sight  
one two echo sierra

1937:35 FDK LC alright ah two echo sierra i have you in sight runway three  
zero maintain your altitude to until turning base cleared to land

1937:43 N7518Q (unintelligible) oh god oh god (unintelligible)

1937:50 N2342U frederick tower four two uniform ah airplane down and helicopter  
down

1937:53	FDK LC	yes yes i just saw it
1937:55	FDK LC	nine one one's on the way
1937:59	FDK LC	four three ah tango ah ah exit the class delta
1938:03	N43T	exiting
1938:04	N2342U	four two uniform's flying over the spot
1938:04	FDK LC	belay (unintelligible) frederick
1938:09	FDK LC	belay frederick
1938:10	ATCS	um yes this is frederick tower
1938:11	911	yes
1938:12	ATCS	we just had an airplane crash
1938:16	FDK LC	belay frederick we just had a crash
1938:18	911	the airport
1938:19	ATCS	i'm sorry i can't hear you can you speak up
1938:19	BELAY	alright
1938:20	FDK LC	one two two echo sierra just crashed
1938:21	BELAY	alright (unintelligible)

Frederick Municipal Airport FCT

N122ES		14	3W
SRZZ		mins W 1925	

VA	1934	
30		



1938:21	911	it's at the frederick airport
1938:22	ATCS	yes it is
1938:26	911	(unintelligible) one moment
1938:33	911	do you know the size of the aircraft
1938:36	ATCS	um what was the type aircraft
1938:41	FDK LC	cirrus
1938:42	ATCS	it was a cirrus aircraft was it a collision
1938:44	FDK LC	and ah four papa hotel are you with me
1938:44	911	you have any other information on it
1938:46	ATCS	yes it appeared the aircraft
1938:47	N444PH	i am with you in the grass four papa hotel
1938:51	FDK LC	four papa hotel ah four two uniform you with me
1938:54	ATCS	it appears the pilot ejected um i did see a parachute not sure if it was a collision
1938:55	N2342U	i'm with you we're going back to advance four two uniform
1938:58	FDK LC	one eight quebec ah is that you
1939		

1939:02	N2342U	one eight quebec is down ah by the storage unit four two uniform
1939:03	911	(unintelligible) on board
1939:06	FDK LC	one eight quebec ah alright ah and ah emergency vehicles are on the way
1939:07	ATCS	negative
1939:13	911	okay is there any other information that you can provide me
1939:16	FDK LC	todd
1939:17	ATCS	um
1939:17	FDK LC	can you come back we had a crash
1939:18	ATCS	the aircraft
1939:19	FDK LC	please come please come back
1939:20	ATCS	appears to have crashed approximately
1939:24	FDK LC	over
1939:24	ATCS	a half a mile west of the field it is ah
1939:29	FDK LC	cirrus
1939:30	ATCS	just off of the airfield um if the emergency vehicles proceed to the field we can direct them

1939:36 FDK LC over by aopa tell 'em

1939:37 ATCS um it's over by the

1939:38 FDK LC advanced helicopter

1939:38 N612JD and ah ground six one two juliet delta

1938:39 ATCS advanced helicopter training

1939:41 N444PH (unintelligible) hotel's heading back to advanced

1939:42 ATCS advanced helicopter training building

1939:44 FDK LC two juliet delta stand by

1939:46 911 you know the address of that building

1939:48 ATCS negative

1939:48 FDK LC uh helicopter going back to advance four papa hotel's affirmative

1939:52 N444PH four papa hotel

1939:54 FDK LC emergency vehicles are ah on the way

1939:54 911 and is it only the one aircraft involved (unintelligible) you confirmed it's a collision

1939:58 ATCS it is unknown at this time stand by

1940

1940:01	FDK LC	two echo sierra can you hear the tower
1940:04	UNK	(unintelligible)
1940:05	ATCS	was it a
1940:06	FDK LC	two echo sierra the emergency vehicles are on the way
1940:10	UNK	(unintelligible)
1940:12	ATCS	was it a collision
1940:13	FDK LC	(unintelligible) i can't i don't know i didn't see i was looking for the helicopter
1940:20	ATCS	it's unknown at this time possible collision with a helicopter
1940:23	FDK LC	(unintelligible) get out here
1940:24	ATCS	r twenty two helicopter
1940:24	FDK LC	two juliet delta might be a delay we had an accident on the field and ah ah the emergency vehicles are responding they'll they should be approaching the airport behind ya
1940:26	911	okay if you have any further information call back immediately we have taken several reports and the fire department has been dispatched
1940:32	ATCS	thank you
1940:33	911	thank you dear bye bye

1940:34	ATCS	m e
1940:35	N612JD	okay i'm gonna go ahead and shut down ah i hope everyone's okay six juliet delta
1940:41	FDK LC	ah you see a parachute behind ya but ah that's all i can tell
1940:47	ATCS	okay
1940:51	FDK LC	todd's coming back
1940:57	ATCS	i heard you
1941 1941:02	FDK LC	belay frederick
1941:05	BELAY	belay's here
1941:06	FDK LC	yeah just want to let you know that one two two echo sierra he crashed at the field the field is closed ah we can't accept any other arrivals and uh he uh ah crashed with a helicopter
1941:16	N551SB	frederick tower decathlon five five one sierra bravo seven to the east inbound full stop with papa
1941:17	BELAY	okay thanks
1941:20	FDK LC	that's it i gotta go
1941:21	FDK LC	five one one sierra bravo the airport is closed we had a crash at the field remain outside the class delta
1941:28	N511SB	ah okay the airport's closed one sierra bravo

1941:43	ATCS	um yes who am i speaking with
1941:45	ATCS	um nick this is michelle um you at the airfield
1941:51	ATCS	is rick at the airfield
1941:52	ATCS	okay um we had a cirrus inbound for runway three zero he crashed um he crashed midfield it appears he ejected and he um ah we saw a parachute with uh i'm sorry
1942:11	ATCS	alright and he um
1942:13	FDK LC	(unintelligible) right by aopa
1942:14	ATCS	over by um
1942:15	FDK LC	the community center
1942:16	ATCS	the advanced helicopter
1942:17	FDK LC	(unintelligible)
1942:18	ATCS	um area the south end of ah i'm sorry the south a o p a hangar (unintelligible)
1942:32	FDK LC	frederick tower
1942:33	NCR	hey ya doing ryan over at n c r you guys have ah an accident on the field
1942:37	FDK LC	yes we did

1942:38	NCR	alright wha what was it
1942:40	FDK LC	the cirrus was inbound to the downwind and crashed with the helicopter as far as we could tell we're trying to get the emergency vehicles out there now the airport's closed
1942:48	FDK LC	okay but you say he's a possible midair
1942:50	FDK LC	uh yeah
1942:51	NCR	okay alright
1942:52 1943 (1944-1946) 1947	FDK LC	thank you
1947:16	N3471W	and frederick ground three four seven one whiskey at the ah alpha row of hangers we are ready for departure with ah information papa looking for an i f r to ah thirty eight delta
1947:26	FDK LC	seven one whiskey the airport's closed we had a accident on the field remain ah radio silence
1948 1948:05	ATCS	frederick tower air traffic control tower how can i help you
1948:12	ATCS	yes (unintelligible) stand by
1948:18	ATCS	yes
1948:21	ATCS	yes i do
1948:24	ATCS	yes i'm actually talking to emergency personnel now
1948:33	ATCS	(unintelligible) what was what was the number again

1948:39 ATCS yes i will thank you bye

1948:41 ATCS um yes this is frederick tower i just want to um find out the status on the ah emergency response are they already at the crash

1948:51 ESA ROC ops center

1948:52 FDK LC yes hi this is frederick tower in maryland duh we had a crash at the airport and i was wondering if you could

1948:57 ESA ROC what happened

1948:57 FDK LC if you could ah conference fsdo and the den or do i just tell you and you could help me pass the information

1949:03 ESA ROC well yes go ahead and tell me what happened (unintelligible)

1949:05 FDK LC there was a cirrus a cirrus a s r twenty two a cirrus inbound from the west

1949:10 ESA ROC okay wait what's the tail number

1949:12 FDK LC uh one two two echo sierra

1949:14 ESA ROC one two two echo sierra cirrus okay he crashed on where

1949:18 FDK LC ah right on the field ah the best we could tell ah southwest of the field ah the southwest corner of the field right behind the aopa community center

1949:30 ESA ROC aopa



1949:31 FDK LC yeah this this field is aopa headquarters they

1949:35 ESA ROC (inintelligible) location

1949:36 FDK LC yes

1949:37 ESA ROC okay

1949:37 FDK LC this this is they this is their

1949:39 ESA ROC (unintelligible) was he inbound to your place

1949:40 FDK LC he was inbound from the west he was i f r on a visual approach

1949:44 ESA ROC okay hold on i'm gonna go ahead and get you the on call okay

1949:46 FDK LC okay

1949:47 ESA ROC alright hold on

1949:48 ATCS i'm sorry i i don't have ah any comment right now thank you

1949:53 FDK LC i got the roc on the ah phone

1949:52 ATCS okay and (unintelligible) called i had to call him back

1949:58 FDK LC oh man

1949:59 ATCS um i think it was with a helicopter emergency response said there was somebody at the aircraft and the helicopter

1950:05 FDK LC yeah the helicopter was one eight quebec

1950:08 ATCS frederick air traffic control how can i help you

1950:13 FDK LC cirrus one two two echo sierra inbound from the west  
uh he was just entering the left downwind one eight quebec yeah  
the parachute and one eight quebec he was lifting from uh  
alpha and i i don't know all i heard was screaming so i don't know  
at what point they hit and then i saw the parachute because i he  
was inbound they shipped he's ah ah on a visual approach well he

1950:46 ESA ROC i'm trying to contact them but you know what i had ah a question  
from ah public affairs about this so i'm going to bring public  
affairs on okay

1950:52 FDK LC well i don't want to ah start with public affairs i got to make

1950:54 ESA ROC i understand that i'm trying to get you quality control but he's not  
answering his phone but they had already had media inquiries and i  
want you know to stop the media calls

1951:02 FDK LC alright well let me (unintelligible)

1951:03 ESA ROC kinda need to know i'm trying to get ah let me see quality control  
(unintelligible) not there let me get the inspector hold on

1951:05 ATCS (unintelligible) collision (unintelligible) the plane going down and  
he

1951:14 FDK LC we mostly (unintelligible)

1951:18 TRP3 frederick tower medivac trooper three with papa takeoff from ah  
ah bravo taxiway bear stand uh heading over to the scene

1951:26 FDK LC trooper three taxiway bravo cleared for takeoff proceed to the

scene

1951:30 TRP3 medivac trooper three

1951:31 ATCS i don't know exactly all i remember from that is the aircraft that were entering the downwind

1951:38 FDK LC i would i i gave traffic on the helicopters i told him to initially report three miles west he did not report three miles west i was talking to the guy on the i l s as i turned i saw him entering the downwind and i said alright report midfield left downwind i have three helicopters in the left traffic maintain your altitude until you turn base he said he saw the helicopter so and then as soon as he said that

1951:45 ESA ROC alright frederick we're getting an inspector right now (unintelligible) see if they can get him okay

1951:50 ESA ROC alright now who am i speaking to what's your name

1951:55 ESA ROC oh no not you (unintelligible) get an inspector i also have frederick tower on the line

1952:04 ESA ROC alright frederick

1952:07 FDK LC yes

1952:08 ESA ROC they went to get an inspector okay in the meantime i think i have the on call calling me hold on

1952:10 ATCS um this is the record um of calls that were made um (unintelligible)

1952:27 ESA ROC alright frederick i'm back so we're waiting on the inspector okay

1952:31 FDK LC okay which inspector would this be

1952:33 ESA ROC (unintelligible)

1952: 34 FDK LC say again

1952:35 ESA ROC baltimore i've got baltimore i want to make sure checking the database here and let me

1952:39 FDK LC okay

1952:40 ESA ROC what's the three letter identifier f d k

1952:43 FDK LC yes

1952:47 FDK LC and you say quality assurance is not on

1952:49 ESA ROC quality control is not on i am trying to get mike bates hold on

1952:52 FDK LC okay

1952:53 ESA ROC okay

1952:54 FDK LC i'm just trying to

1952:55 ESA ROC yeah yeah the i want you to talk to the inspector

1952:58 FDK LC okay

1952:58 ESA ROC it's important because he's got to respond (unintelligible)

1953:00 FDK LC that would be fsdo the fsdo inspector

1953:02 ESA ROC yes fsdo

1953:03 FDK LC okay

1953:04 ESA ROC okay

1953:05 FDK LC yeah

1953:06 ESA ROC alright so you said it was one two two echo sierra a cirrus twenty two inbound and he crashed in the southwest corner of the airport he was i f r do we know of any fatalities

1953:15 FDK LC i don't know uh trooper three is a medevac he's based at the field he just lifted now to go down by the site and

1953:21 ESA ROC (unintelligible) a point of contact

1953:24 FDK LC for who

1953:25 ESA ROC like somebody on the field or anything like local (unintelligible)

1953:28 FDK LC not yet we're waiting for the ah the the trucks to respond they might be down there ah but i don't see 'em i'm trying to look with the helicopters ah with the uh binoc

1953:37 ESA ROC hold on frederick uh baltimore we have a crash at frederick foxtrot delta kilo tower she's on the line i didn't catch her name but it's reference to november one two two echo sierra an s r twenty two that has crashed in the southwest corner of the uh airport i f r and ah she's gonna go ahead and give you a briefing and what is your name sir

1953:59 FSDO inspector thomas tolbert

1954:01 ESA ROC okay thomas you're you're on the line with uh frederick i didn't catch your name ma'am

1954:06 FDK LC my name is charlotte happle i'm one of the controllers here at frederick and uh one two two echo sierra was on a i f r flight plan on a visual approach he checked in with me ten miles west of the field i told him to report three miles west i had three robinson helicopters in left closed traffic to our grass area which is normal procedure at a thousand feet uh the cirrus i also had other hello

1954:35 FSDO (unintelligible)

1954:36 FDK LC you still there ah i also had ah other traffic on the on the localizer for two three off my right i turned to talk to that traffic and cirrus uh two echo sierra did not check in three miles i turned and he was entering the downwind i told him report midfield left downwind i had three helicopters that will be below him which is normal procedure traffic pattern altitude for him is one thousand three hundred and i told him to maintain his altitude until turning left base he said that he saw the helicopter and then i just heard screaming and i saw the parachute ah deploy

1955:17 FSDO (unintelligible) it's on the airport

1955:19 FDK LC it's on the airport yeah uh the main ramp about uh just south of the main ramp and there's an aopa community center and it's right behind there

1955:34 FSDO okay and (unintelligible)

1955:36 FDK LC and that's all i know we ah we of course called nine one one that's our normal procedure michelle looks like they're entering the ramp now

1955:42 ATCS alright (unintelligible)

1955:42 FSDO what time (unintelligible)

1955:44 FDK LC about forty nineteen forty

1955:49 FDK LC that's all i have is trooper three

1955:50 ATCS thank you

1955:51 FSDO and the tail number was november one two two echo

1955:54 FDK LC echo sierra and he i believe he hit helicopter one eight quebec a robinson

1955:59 FSDO he hit an aircraft

1956:00 FDK LC i believe i believe he did yeah but i i'm not getting much information because there's nobody from the ah the airport manager was called and he's on his way to the scene but he has not spoken with us yet

1956:14 FSDO and your number

1956:17 FDK LC is uh area code three oh one (unintelligible) what's our number here what's our number three oh one

1956:27 ATCS (unintelligible) number (unintelligible)

1956:28 FDK LC yeah three six zero zero zero six six or zero zero six seven

1956:34 FSDO and ah three oh one three six zero zero zero six six or six seven and you are (unintelligible)

1956:41 FDK LC charlotte c h a r l o t t e last name happel h a p p l e

1956:49      ESA ROC      charlotte i've got a hold of quality control as soon as ah the  
inspector drops off i'd like to link you up with mike bates he is the  
quality ah assurance person

1956:58      FDK LC      mike bates

1956:59      ESA ROC      mike bates and you need to ah like speak to him so when you're  
done with him hold on don't leave

1957:06      FDK LC      okay and thomas what's your last name

1957:08      FSDO      tolbert

1957:09      FDK LC      cobert

1957:10      FSDO      tolbert t o l b e r t

1957:14      FDK LC      thank you

1957:15      FSDO      and i'll get back with you

1957:16      ESA ROC      i'll call you right back okay

1957:17      FSDO      alright

1957:18      FDK LC      alright you gonna call me or should i

1957:20      ESA ROC      yeah yeah (unintelligible) but i'm gonna go ahead and  
(unintelligible)

1957:25      ESA ROC      okay ma'am



1957:26 FDK LC yes

1957:27 ESA ROC okay now i'm gonna put you on with mike bates okay

1957:29 FDK LC okay

1957:30 ESA ROC alright so and a a good number at your place i want to make sure is three zero one three six zero zero zero six seven

1957:37 FDK LC right

1957:38 ESA ROC okay and you say that it is alleged that this ah helicopter struck i mean this uh cirrus struck a helicopter

1957:45 FDK LC i i believe that's what happened i'm missing a helicopter the other two went back to the ramp and they and i could account for the other two

1957:52 ESA ROC okay let me let me put on quality quality assurance okay

1957:55 FDK LC yeah

1957:56 ESA ROC hold on mike bates okay take take a breath calm yourself everything's gonna be alright are you okay

1958:01 FDK LC yeah i'm alright

1958:02 ESA ROC okay hold

1958:03 FDK LC thank you

1959  
(2000-2003)  
2004

End of Transcript

**SECTION 11.**  
**FAA Form 8020-3, Facility Accident/Incident Notification Record**

FDK-FCT-0002  
N7518Q, N122ES





**SECTION 12.**  
**FAA Form 8020-26, Personnel Statement**

FDK-FCT-0002  
N7518Q, N122ES

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>PERSONNEL STATEMENT</b>		1. Name of Reporting Facility: Frederick FCT	2. Report Number: FDK-FCT-0002
		3. Aircraft Identification and Type: <sup>44</sup> C34 11/2/14 N7518Q, R-22, N122ES, SR22	
4. Location of Accident/Incident: Frederick, MD		5. Date/Time of Accident/Incident (UTC): October 23, 2014, 1938 UTC	
6. Name (Operating Initials): Charlotte J. Happle (CJ)	7. Title: ATCS	8. Position and Time (UTC): <sup>44</sup> C34 11/2/14 LC/GC, 1825-1952 1550-1640 UTC	
9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
10. TEXT OF STATEMENT: <p style="text-align: center;"> <input checked="" type="checkbox"/> ORIGINAL      <input type="checkbox"/> SUPPLEMENTAL  <input checked="" type="checkbox"/> COMMENT      <input type="checkbox"/> NO COMMENT         </p>			
<p>1925Z - I took an inboard from Potomac TRACON (Pot) on N122ES, SR-22, Visual approach to runway 30, N122ES was 14 minutes west of the field.</p> <p>- 1934 - N122ES checks in, 10 WEST OF FDK, AT 3000', with information 'P.' I INSTRUCTED N122ES TO REPORT 3 MILES WEST FOR LEFT TRAFFIC TO Runway 30. N122ES ACKNOWLEDGED.</p> <p>- N7518Q, R-44 HELICOPTER, REQUESTED TO DEPART TAXIWAY 'A' FOR LEFT TRAFFIC TO THE GRASS. I CLEARED N7518Q FOR TAKE-OFF AND INSTRUCTED HIM TO ENTER LEFT TRAFFIC FOR THE GRASS.</p> <p>- 1935 - N5243T ON A PRACTICE ILS 23 APPROACH OUTSIDE OF "TRICKY" (approx 5 NM NE FDK). I TERMINATED THIS PRACTICE APPROACH DUE TO HELICOPTER AND CIRRUS TRAFFIC.</p> <p>- 1938 (approx) N122ES CHECKS IN AS HE'S ENTERING THE LEFT DOWN-WIND. HE DID NOT CHECK 3 MILES. I INSTRUCTED HIM TO REPORT MIDFIELD DOWNWIND. HE HAD TRAFFIC, THREE (3) HELICOPTERS IN LEFT TRAFFIC TO THE GRASS AREA (ROUTINE OPS). I INSTRUCTED N122ES TO MAINTAIN HIS ALTITUDE UNTIL TURNING BASE CLEARED TO LAND. N122ES SAID HE HAD 2 HELICOPTERS INSIGHT. THEN I SAW THE PARACHUTE DEPLOY AND HEARD SCREAMS ON THE FREQUENCY.</p>			
11. Signature of Witness		12. Date of Signature: 10-23-14	

I reserve the right to change this statement if additional information becomes available to me.



FDK-FCT-0002  
N7518Q, N122ES

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. Name of Reporting Facility: Frederick FCT (FDK)	2. Report Number: FDK-FCT-0002
		3. Aircraft Identification and Type: N122ES, SR22 / N7518Q, R44	
4. Location of Accident/Incident: FREDERICK <sup>MD</sup> WBS 11/3/14 1/2 WEST OF FDK FCT AIRPORT		5. Date/Time of Accident/Incident (UTC): 10/23/2014, 1938Z	
6. Name (Operating Initials): MICHELLE SAUER (ME)	7. Title: AIR TRAFFIC CONTROLLER	8. Position and Time (UTC): NONE	
<small>9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.</small>			
10. Text of Statement: <span style="float: right;"><input checked="" type="checkbox"/> ORIGINAL    <input type="checkbox"/> SUPPLEMENTAL</span>  <div style="text-align: center;"><input checked="" type="checkbox"/> COMMENT    <input type="checkbox"/> NO COMMENT</div> <p>AS AN OBSERVER IN THE TOWER I WAS WITNESS TO SOME OF THE EVENTS THAT TOOK PLACE LEADING UP TO THE INCIDENT. I WAS NOT SIGNED ON TO ANY POSITION UNTIL I WITNESSED THE SR22 FALLING OUT OF THE SKY. I DIGRESS, PRIOR TO THAT I SAW THAT THERE WERE A FEW HELICOPTERS IN THE HELICOPTER TRAFFIC PATTERN CONDUCTING LEFT CLOSE TRAFFIC. I SAW THE SR22 WEST OF THE FIELD ENTERING THE LEFT DOWNWIND. MORE SPECIFICALLY HE WAS 45° TO THE DOWNWIND. I HEARD THE LC CONTROLLER ISSUE TRAFFIC, BUT I COULDN'T SAY EXACTLY TO WHOM. THEN SHE TOLD THE SR22 SHE HAD HIM INSIGHT AND TO MAINTAIN HIS CURRENT ALTITUDE UNTIL BASE TURN AND CLEARED HIM TO LAND. FROM WHAT I REMEMBER THE LC CONTROLLER BROKE AN AIRCRAFT OFF</p>			
11. Signature of Witness: 		12. Date of Signature: 10/24/2014	

FAA Form 8020-26 (12-10) Supersedes Previous Edition

Electronic Version

FDK-FCT-0002  
N7518Q, N122ES

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. Name of Reporting Facility: Frederick FCT (FDK)	2. Report Number: FDK-FCT-0002
		3. Aircraft Identification and Type: N122ES, SR22 / N7518Q, R44	
4. Location of Accident/Incident: FREDERICK, MD 1/2 WEST OF FDK AIRPORT		5. Date/Time of Accident/Incident (UTC): 10/23/2014, 1938Z	
6. Name (Operating Initials): MILHEUER, SAICEDO (ME)	7. Title: AIR TRAFFIC CONTROLLER	8. Position and Time (UTC): NONE	
<small>9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.</small>			
10. Text of Statement: <div style="text-align: right;"> <input checked="" type="checkbox"/> ORIGINAL    <input type="checkbox"/> SUPPLEMENTAL  <input checked="" type="checkbox"/> COMMENT    <input type="checkbox"/> NO COMMENT </div> <p>AN APPROACH TO RWY 23. THEN I HEARD / YELLING OVER THE FREQUENCY AT THAT TIME I SAW THE SR22 FALLING OUT OF THE SKY AND A PARACHUTE DEPLOYED. THE PARACHUTE DID NOT APPEAR TO COME FROM THE AIRCRAFT BUT APPEARED TO HAVE A HUMAN BODY DANGLING FROM THE CORDS. I IMMEDIATELY CALLED 911 AND TOLD THEM AN AIRCRAFT HAD CRASHED NEAR THE FIELD. I THEN CALLED THE ASSISTANT AIRFIELD MANAGER AND THEN THE FBO.</p>			
11. Signature of Witness: 		12. Date of Signature: 10/24/2014	

FDK-FCT-0002  
N7518Q, N122ES

**Section 13.**  
**Weather Products**

FDK-FCT-0002  
N7518Q, N122ES

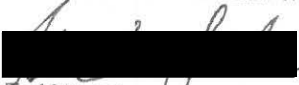


## FDK Weather Observations

KFDK 231953Z 33016G21KT 10SM SCT048 19/07 A2991

KFDK 231845Z 35015G20KT 10SM BKN044 19/07 A2990

I certify that this is an accurate copy of the official FDK weather observations which have been forwarded to the National Weather Service.

  
Todd E. Johnson  
Air Traffic Manager  
Frederick Municipal Airport FCT

FDK-FCT-0002  
N7518Q, N122ES