

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE August 25, 2011	REPORT NO. ZID-ARTCC-0145
	NAME OF REPORTING FACILITY Indianapolis ARTCC (ZID)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 08, 2011

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0538 N2286P called Indianapolis ARTCC for VFR flight following just after departing Sullivan County Airport, Sullivan, Indiana, destined to Jefferson County Airpark, Steubenville, Ohio.

0545 N2286P reported being right in the layer of clouds and was going to descend or climb to 7,500 feet. N2286P decided to climb to 7,500 feet.

0547 N2286P was handed off from Indianapolis ARTCC to the Indianapolis Approach Control.

0717 N2286P called Indianapolis ARTCC for flight following to Jefferson County Airpark, Steubenville, Ohio at 5,500 ft.

0718 N2286P proceeded to fly direct to Jefferson County Airpark, Steubenville, Ohio, level at 5,500 feet without incident or comment from the pilot.

0725 N2286P was handed off from Indianapolis ARTCC to the Cleveland ARTCC.

0827 N2286P was handed off from Cleveland ARTCC to the Indianapolis ARTCC.

0836 N2286P descended to 4,500 feet.

0838 N2286P changed destinations from Port Columbus International Airport, Columbus, Ohio to Holmes County Airport, Millersburg, Ohio.

0850 N2286P reported that the Pilot Controlled Lighting was not working.

0851 Indianapolis ARTCC advised N2286P that there were no NOTAMs about the lights being out and verified the frequency for the lights.

0852 Indianapolis again informed N2286P about the frequency for the lights.

0853 N2286P was advised that radar contact was lost with no response. N2286P reported runway in sight. N2286P's radar service was terminated.

No More Follows

Cleveland ARTCC

Timeline for N2286P. Amendments entered into the NAS and from voice tape reviews.

0724z ZID called with information on N2286P VFR enroute to 2G2, Jefferson County.

0726z N2286P checked on frequency VFR at 5,500.

0737z N2286P instructed to squawk code 7455.

0741z N2286P switched to Pittsburgh Approach Control

0755z PIT approach advised that it was too foggy at 2G2 and N2286P was going back to Columbus.

0757z N2286P checks on frequency, VFR at 4,500. He is instructed to squawk 7460. The pilot was asked if he was going to Columbus and he advised that he was going to Carroll Co TSO.

0801z N2286P checked onto MFD freq and was acknowledged. The pilot was issued the PIT altimeter and the PIT weather.

0804z The pilot was advised of a NOTAM RWY 7/25 lights ots.

0809z N2286P advised descending to 3,500. CPC rogered and advised "No traffic in the vicinity"

0811z N2286P advised descending to 3,000. CPC rogered and advised to "maintain VFR still no traffic in the area"

0817z N2286P was asked if he wanted to try another airport or still go into to TSO.

0818z N2286P advised that we're gonna head back west to Columbus CMH, Controller rogered and asked what altitude the aircraft was going to climb to. The response was 6,500. Controller rogered and advised that he would update the flight plan.

0828z Controller issued a frequency changed to N2286P contact Indianapolis Center on 124.45.

Per phone call, verified with ZID that N2286P checked onto their frequency and that they worked to aircraft.

ALNOT received at the OMIC 8/9/2011, 0130z.

ALNOT cancelled 8/9/2011 at 1632z

\



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety

Central Region

April 13, 2013

Pittsburg Approach ATC Communication Summary

CEN11FA557

This summary was prepared by the IIC based on a recording of the communications.
Times are approximate.

- 0342 N2286P checked in with Pittsburg approach and was cleared through the Class B airspace. The controller issued the Pittsburg altimeter, instructed the pilot to maintain VFR and to advise prior to changing altitude.

The pilot advised that he is going to descend to 3,500 and that he is intending to land at Jefferson 2G2.

The controller told the pilot to let him know when he saw the airport and the controller issued the Pittsburg wind.

- 0351 The controller asked the pilot how he is doing. The pilot responded that he is looking for the airport and he couldn't find it.

The controller told the pilot the airport was due north of his position and advised the pilot to turn to a heading of 360 degrees. The pilot acknowledged this transmission. The controller told the pilot that he could descend and verified with the pilot that he is still at 4,000 feet. The pilot acknowledged the transmission. The controller told the pilot that he might want to descend to 3,000 feet in that it might help him see the ground a little better. The pilot acknowledged the transmission.

The controller instructed the pilot to descend to 3,000 feet and stated that he was going to take the pilot to the north and right over the airport from east to west.

The controller issued a heading of 280 degrees.

- 0353 The controller instructed the pilot to turn 10 degrees to the right. He then informed the pilot that he was ½ mile from the airport, and then he was directly above the airport. The controller told the pilot to look straight down off his right side.

The pilot informed the controller that they weren't going to be able to see the airport. The controller asked if it is too cloudy and the pilot replied that it is a little "too thick" for them to be able to see the airport.

- 0354 The controller asked the pilot what his intentions are. The pilot responded that he wanted to fly back toward Columbus. The controller asked the pilot if he had enough fuel and the pilot replied that yes he did. The controller instructed the pilot to maintain VFR and suggested an altitude of 4,500 feet.

- 0355 N2286P was cleared to proceed direct to Columbus when able. The pilot responded that he now wanted to fly to Carrollton TSO.

The controller instructed the pilot to contact Cleveland Center on 120.4 and to let them know what his intentions were. The pilot responded.