

ZNY - ARTCC - 139  
LN5671V

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

THE FOLLOWING IS A REPORT CONCERNING THE ACCIDENT INVOLVING LN5671V AT BUSHKILL, PENNSYLVANIA, ON NOVEMBER 6, 1996 AT 2335 UTC.

MY NAME IS FRANCIS P. PELLEGRINO (FO). I AM EMPLOYED AS AN AIR TRAFFIC CONTROL SPECIALIST BY THE FEDERAL AVIATION ADMINISTRATION AT THE NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER, RONKONKOMA, NEW YORK.

DURING THE PERIOD 1930 UTC, NOVEMBER 6, 1996, TO 0330 UTC, NOVEMBER 6, 1996, I WAS ON DUTY IN THE NEW YORK ARTCC. I WAS WORKING THE H35 POSITION FROM 2249 UTC TO 2351 UTC.

LN5671V CHECKED ON THE FREQUENCY LEVEL AT 10,000FT. THE RADAR CONTROLLER (MIKE KEAVENEY) ANSWERED HIM AND ISSUED AN A-B-E ALTIMETER. WE THEN NOTICED THE AIRCRAFT GO INTO A "COAST TRACK," AND WE ATTEMPTED TO CONTACT HIM AGAIN BUT TO NO AVAIL. WE THEN INFORMED THE NEXT SECTOR (74) WHO HAD TAKEN A HANDOFF ON IT, THAT WE LOST RADAR AND RADIO CONTACT WITH IT, AND NOTIFIED THE AREA SUPERVISOR OF THE SITUATION. TO THE BEST OF MY KNOWLEDGE, THE OPERATIONAL EQUIPMENT CONFIGURATION AT THE TIME OF THE ACCIDENT WAS AS INDICATED ON THE ATTACHED DIAGRAM.

  
CONTROLLER SIGNATURE

11/7/97  
DATE

ZNY - ARTCC - 139  
LN5671V

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

THE FOLLOWING IS A REPORT CONCERNING THE ACCIDENT INVOLVING LN5671V AT BUSHKILL, PENNSYLVANIA, ON NOVEMBER 6, 1996 AT 2335 UTC.

MY NAME IS AMY S. KELLOGG (AK). I AM EMPLOYED AS AN AIR TRAFFIC CONTROL SPECIALIST BY THE FEDERAL AVIATION ADMINISTRATION AT THE NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER, RONKONKOMA, NEW YORK.

DURING THE PERIOD 1900 UTC, NOVEMBER 6, 1996, TO 0330 UTC, NOVEMBER 6, 1996, I WAS ON DUTY IN THE NEW YORK ARTCC. I WAS WORKING THE H35 POSITION FROM 2249 UTC TO 2351 UTC.

I TOOK THE HANDOFF ON LN5671V FROM SECTOR 51. THE PILOT CHECKED ON LEVEL AT 10,000FT. MICHAEL KEAVENEY ISSUED AN ALTIMETER. WE LOST RADAR ON LN5671V, AND TRIED TO CONTACT THE AIRCRAFT. WE RECEIVED NO RESPONSE. BEFORE WE LOST RADAR ON THE AIRCRAFT, IT WAS HANDED OFF TO SECTOR 74. I INFORMED THAT SECTOR THAT THE AIRCRAFT WAS NO LONGER RADAR AND WE WERE UNSURE OF ITS POSITION. NO FURTHER CONTACT WAS MADE WITH THE AIRCRAFT. WE NOTIFIED THE AREA SUPERVISOR AFTER RADAR AND COMMUNICATION WAS LOST. TO THE BEST OF MY KNOWLEDGE, THE OPERATIONAL EQUIPMENT CONFIGURATION AT THE TIME OF THE ACCIDENT WAS AS INDICATED ON THE ATTACHED DIAGRAM.

  
CONTROLLER SIGNATURE

1-6-97  
DATE

ZNY - ARTCC - 139  
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PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

THE FOLLOWING IS A REPORT CONCERNING THE ACCIDENT INVOLVING LN5671V AT BUSHKILL, PENNSYLVANIA, ON NOVEMBER 6, 1996 AT 2335 UTC.

MY NAME IS GARY S. AYERS (GA). I AM EMPLOYED AS A SUPERVISOR - AIR TRAFFIC CONTROL SPECIALIST BY THE FEDERAL AVIATION ADMINISTRATION AT THE NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER, RONKONKOMA, NEW YORK.

DURING THE PERIOD 1800 UTC, NOVEMBER 6, 1996, TO 0400 UTC, NOVEMBER 6, 1996, I WAS ON DUTY IN THE NEW YORK ARTCC. I WAS WORKING THE ASIC POSITION FROM 2250 UTC TO 0400 UTC.

AT 2335z, I FIRST WAS MADE AWARE THAT SECTOR 35 HAD LOST RADAR AND RADIO CONTACT WITH LN5671V. DUE TO SECTOR 34 AND SECTOR 35 DEPARTURE VOLUME, COMPLICATED BY THE LOSS OF RADAR AND RADIO ON LN5671V, AND HOLDING TO PROTECT BELOW 11,000FT (A/C WAS AT 10,000FT), I STOPPED THE NORTHGATE DEPARTURES. ONCE THE SECTOR WAS SOMEWHAT SETTLED, I QUERIED THE CONTROLLERS REGARDING WHERE AND WHEN THEY LOST CONTACT WITH LN5671V. AT 2350z, THE AREA MANAGER DIRECTED ME TO HAVE THE CONTROLLER AT SECTOR 35 RELIEVED FROM THE POSITION TO CONTINUE THE INVESTIGATION. SHORTLY THEREAFTER, I WAS INFORMED THAT AN AIRCRAFT HAD CRASHED. TO THE BEST OF MY KNOWLEDGE, THE OPERATIONAL EQUIPMENT CONFIGURATION AT THE TIME OF THE ACCIDENT WAS AS INDICATED ON THE ATTACHED DIAGRAM.

  
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1-7-97  
DATE

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PERSONNEL STATEMENT

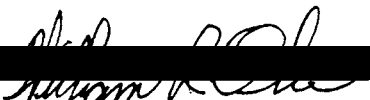
FEDERAL AVIATION ADMINISTRATION  
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

THE FOLLOWING IS A REPORT CONCERNING THE ACCIDENT INVOLVING LN5671V AT BUSHKILL, PENNSYLVANIA, ON NOVEMBER 6, 1996 AT 2335 UTC.

MY NAME IS WILLIAM R. OLIVER (WO). I AM EMPLOYED AS AN AIR TRAFFIC CONTROL SPECIALIST BY THE FEDERAL AVIATION ADMINISTRATION AT THE NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER, RONKONKOMA, NEW YORK.

DURING THE PERIOD 1756 UTC, NOVEMBER 6, 1996, TO 0356 UTC, NOVEMBER 6, 1996, I WAS ON DUTY IN THE NEW YORK ARTCC. I WAS WORKING THE R51 POSITION FROM 2235 UTC TO 2347 UTC.

I WORKED LN5671V FROM THE BOSTON CENTER WHEN THE AIRCRAFT WAS NORTH-NORTHEAST OF THE H-U-O VOR. I ISSUED AN ALTIMETER SETTING. I LATER TURNED THE AIRCRAFT OVER TO R35. NO OTHER CONTACTS WERE MADE BY ME TO LN5671V. I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WAS AT THE TIME OF THE ACCIDENT.

  
CONTROLLER SIGNATURE

1-8-97  
DATE

ZNY - ARTCC - 139  
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PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER

THE FOLLOWING IS A REPORT CONCERNING THE ACCIDENT INVOLVING LN5671V AT BUSHKILL, PENNSYLVANIA, ON NOVEMBER 6, 1996 AT 2335 UTC.

MY NAME IS MICHAEL F. KEAVENEY ( KY). I AM EMPLOYED AS AN AIR TRAFFIC CONTROL SPECIALIST BY THE FEDERAL AVIATION ADMINISTRATION AT THE NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER, RONKONKOMA, NEW YORK.

DURING THE PERIOD 1730 UTC, NOVEMBER 6, 1996, TO 0300 UTC, NOVEMBER 6, 1996, I WAS ON DUTY IN THE NEW YORK ARTCC. I WAS WORKING THE R35 POSITION FROM 2301 UTC TO 2355 UTC.

AT 23:27:01, LN5671V CHECKED ON FREQUENCY LEVEL AT ONE ZERO THOUSAND. I ISSUED THE ABE ALTIMETER -30.35. AT ABOUT 23:33, FRANK PELLEGRINO (H35), POINTED OUT THAT LN5671V HAD ENTERED "COAST TRACK." I TRANSMITTED THIS TO THE AIRCRAFT, AND ASKED HIM TO RESET/RECYCLE TRANSPONDER. I RECEIVED NO RESPONSE FROM THE AIRCRAFT, AND CONTINUED TO TRANSMIT IN THE BLIND FOR THE AIRCRAFT. THE "H" PERSON NOTIFIED THE SUPERVISOR AND SURROUNDING SECTORS OF THE SITUATION. I BELIEVED THAT THE AIRCRAFT SUFFERED A TOTAL ELECTRICAL FAILURE AND I BEGAN TO SEARCH FOR A PRIMARY RADAR TARGET IN THE AREA OF "COAST TRACK." I BELIEVED I SAW A PRIMARY TARGET TRACKING NORTH OF THE LAST KNOWN POSITION FOR SEVERAL SWEEPS AND THEN LOST IT. AT 23:44:19, I ASKED N114FX TO BROADCAST FOR LN5671V WITH NO LUCK. I THEN ASKED N114FX TO MONITOR 121.5 FOR AN ELT. AT 23:47:56, N114FX REPORTED AN ELT FOR 4-5 SECONDS, AND THEN IT CEASED. TO THE BEST OF MY KNOWLEDGE, THE OPERATIONAL EQUIPMENT CONFIGURATION AT THE TIME OF THE ACCIDENT WAS AS INDICATED ON THE ATTACHED DIAGRAM.

  
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