



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

June 5, 2014

### **Group Chairman's Factual Report**

#### **AIR TRAFFIC CONTROL**

**DCA14FA046**

#### **A. ACCIDENT**

Location: Owasso, Oklahoma  
Date: November 10, 2013  
Time: 1545 central standard time / 2145 coordinated universal time  
Airplane: N856JT, Mitsubishi MU-2

#### **B. AIR TRAFFIC CONTROL GROUP**

No group formed for this investigation.

#### **C. DETAILS OF THE INVESTIGATION**

The air traffic control investigation consisted of a review of recorded Federal Aviation Administration radio and radar data obtained from Tulsa approach control and the Kansas City air route traffic control center.

## 1.0 History of Flight

N856JT departed from Salina, Kansas, at 1503 central standard time, en route to Tulsa, Oklahoma. The aircraft was radar identified by the Kansas City Center (ZKC) sector R66 controller, and the pilot was cleared to climb to 9,000 feet. At 1506, the pilot was cleared to climb to 17,000 feet. The flight proceeded normally, and at 1518 the pilot was instructed to contact the ZKC sector 72 controller on frequency 132.9. The pilot did so, and was issued the Chanute altimeter setting, 30.30 inches of mercury. At 1527, the R72 controller instructed the pilot to descend at his discretion and maintain 10,000 feet. The pilot reported leaving 17,000 feet. At 1532, the R72 controller instructed the pilot to contact Tulsa approach control on 124.0, and the pilot acknowledged.

At 1534, the pilot contacted Tulsa approach. He reported leaving 11,600 feet for 10,000 feet, and having received automatic terminal information service information Charlie. The controller advised the pilot to expect vectors for a visual approach to runway 18L, and the pilot acknowledged the information. At 1537, the controller instructed the pilot to turn 10 degrees left and descend to 6000 feet. At 1540, the controller asked the pilot to turn another 10 degrees left and instructed him to descend to 2500 feet. The pilot acknowledged the instructions.

At 1542, the controller advised the pilot that the Tulsa airport was at the pilot's one o'clock position and 10 miles, and asked the pilot to report the airport in sight. The pilot immediately replied, "in sight." The controller cleared the pilot for a visual approach to runway 18L and instructed him to contact Tulsa tower on 121.2. The pilot acknowledged both the approach clearance and the frequency change.

The pilot of N856JT contacted Tulsa tower at 1542, and again reported the airport in sight. The tower controller cleared the pilot to land on runway 18L and asked him to reduce speed to 150 knots or less for spacing behind an aircraft that would be departing from runway 18L. The pilot replied that he was reducing speed and acknowledged the runway assignment, runway 18L.

At 1544:48, the tower controller transmitted, "Mitsubishi six Juliet tango tower." The pilot replied, "I've got a control problem." The controller responded, "Okay uh you can just maneuver there – if you can maneuver to the west and uh do you need assistance now?" At 2145:06, the pilot replied, "<unintelligible> I've got a left engine shutdown."

At 1545:11, the tower controller contacted the approach controller to advise him that N856JT had a control problem, and that other aircraft might have to be cleared out of the area.

At 1545:38, the tower controller transmitted, "Six Juliet Tango are you uh declaring an emergency uh well we'll declare emergency for runway 18L – you say you have an engine out and souls on board and fuel remaining if you have time." The controller made two additional attempts to contact the pilot at 1546:06 and 1546:55, but there was no response. According to the tower's Accident/Incident Notification Record completed after the accident, emergency services were notified at 1546.



Figure 1 – Overview of flight – 1534 until loss of contact.

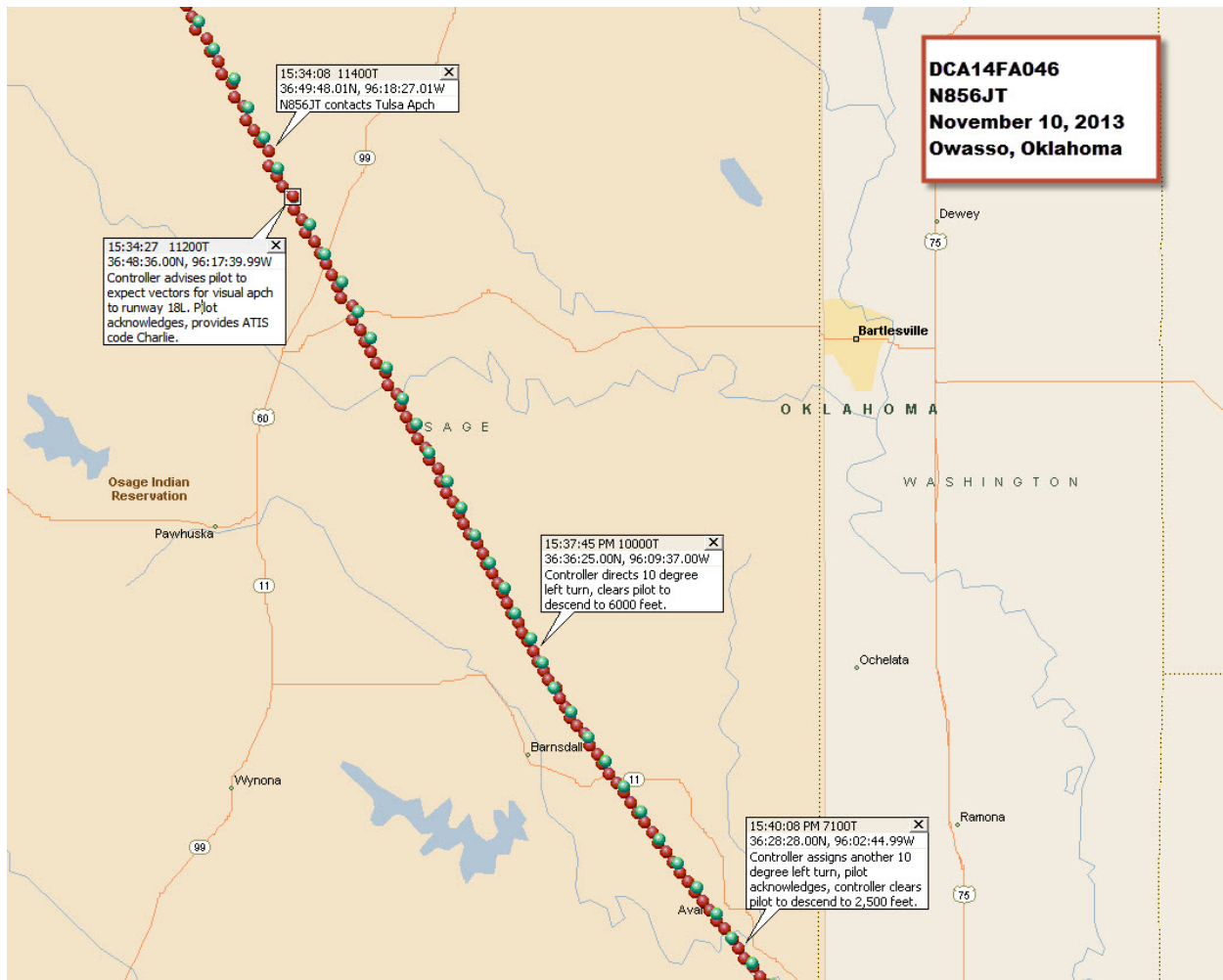


Figure 2 - Initial contact between N856JT and Tulsa Approach. Data tag line 1 shows time (CST) and true altitude +/- approximately 50 feet.

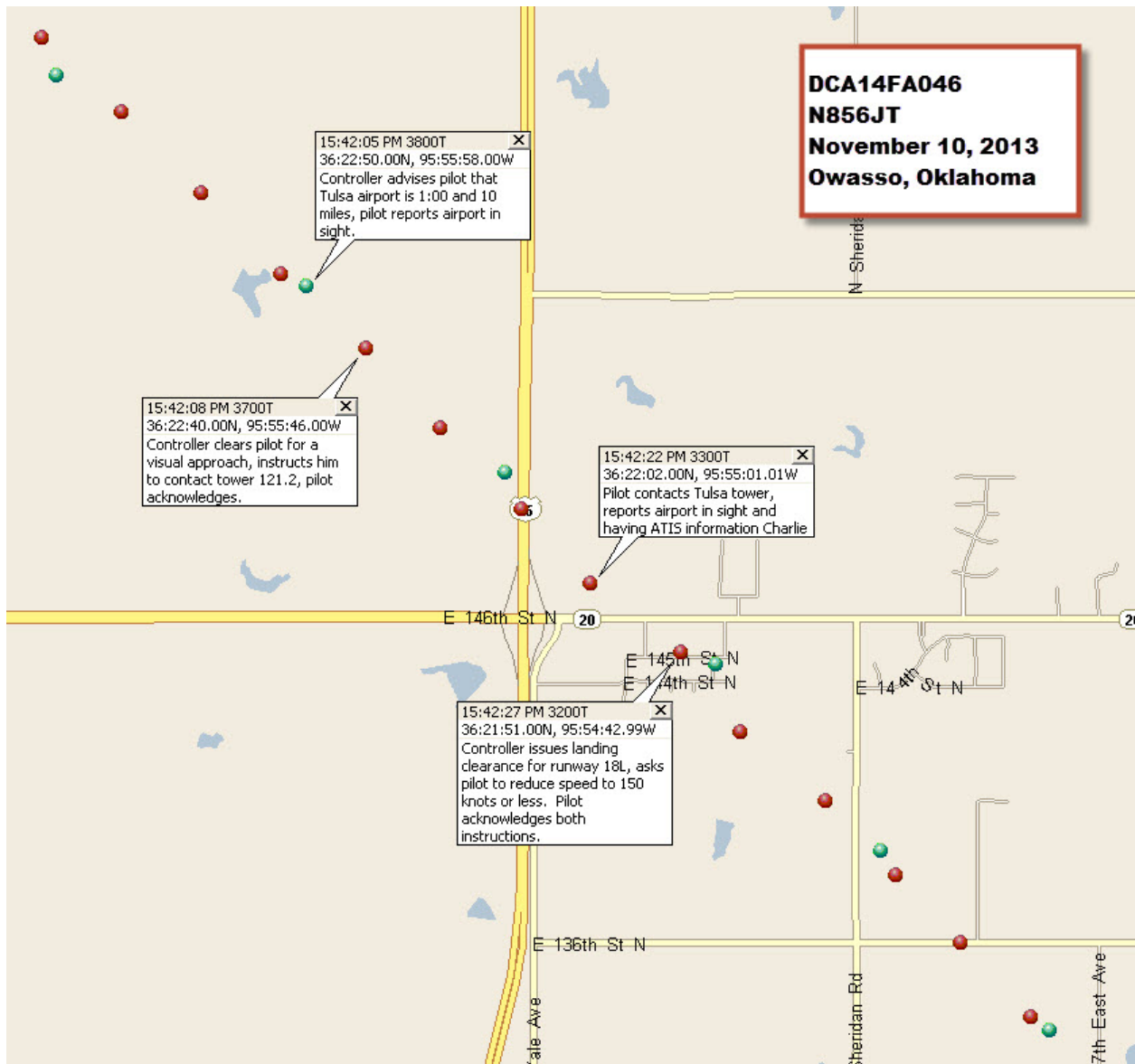


Figure 3 – Middle of flight with Tulsa Approach.

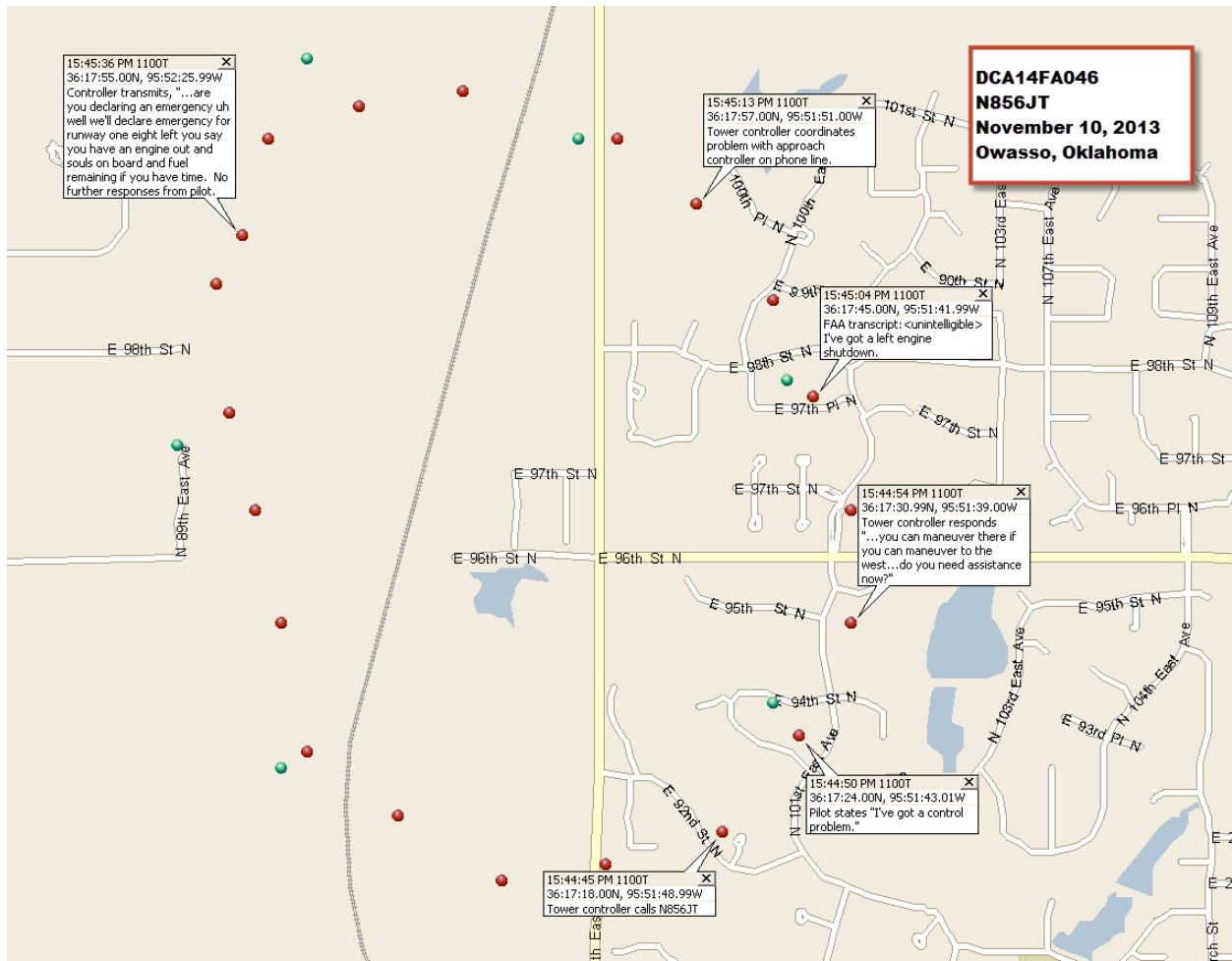


Figure 4 – End of flight.

Further radar information is contained in the Performance Group chairman’s factual report.

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