
 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE August 11, 2009	REPORT NO. P31-TRACON-0060
	NAME OF REPORTING FACILITY Pensacola TRACON (P31)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 12, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0224 Pensacola TRACON East Arrival Radar (EAR) received a point out from Houston Center on Cesar51, a flight of two f-fifteens on an active air scramble.
- 0229 Pensacola TRACON Operational Supervisor-In-Charge (OSIC) called Jacksonville Center (ZJX) and was informed that N428DC was an emergency with damage and most likely ditched in the Gulf of Mexico south of Eglin Air Force Base.
- 0244 EAR asked VV1E120 and VV1E072 if they had enough fuel to aid in search and rescue if needed.
- 0247 ZJX advised OSIC that N428DC was drifting to the west and it appeared N428DC would be over Pensacola in 27 minutes. ZJX informed OSIC they were not in contact with N428DC. EAR explained N428DC situation to VV1E120.
- 0248 EAR observed Cesar51 on scope.
- 0253 Cesar51 asked EAR if he was aware of the situation. Cesar51 advised EAR he was in an orbit around N428DC.
- 0255 ZJX informed EAR that Cesar51 would be shooting flares to get a better look at N428DC.
- 0257 VV1E072 called EAR and requested to return to NAS Whiting.
- 0258 Naval Air Station (NAS) Whiting informed EAR they would stay open to recover their aircraft.
- 0259 Cesar51 called EAR to requested minimum vector altitude from EAR.
- 0304 EAR asked Cesar51 if he was tracking N428DC. Cesar51 advised he was not in contact with the aircraft and N428DC appeared to be descending. EAR advised Cesar51 the runway lights had been turned up at NAS Whiting if N428DC needed to land there.
- 0306 Cesar51 reported to EAR that N428DC was continuing to descend.
- 0307 Cesar51 reported to EAR that N428DC may have NAS Whiting in sight.
- 0309 EAR requested VV1E120 switch frequency to Milton T Airport (2R4) Unicom and turn on the runway lights.
- 0311 VV1E120 reported to EAR he had a visual on Cesar51.
- 0312 EAR lost radar contact in the vicinity of 2R4.

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0314 Cesar51 reported to EAR that N428DC impacted about one mile northwest of 2R4.

0315 Cesar51 asked EAR if VV1E120 was still in the area. VV1E120 reported to EAR that he was still on frequency.

0316 EAR asked VV1E120 if he was familiar with the area of impact near the lake. VV1E120 reported to EAR he had the lake in sight. Skater02 called EAR to check in.

0317 Cesar51 requested EAR relay directions to the crash site to VV1E120.

0319 Cesar51 continued to call EAR with directions for relay to VV1E120.

0320 Cesar52 asked EAR if local authorities had been notified.

0321 EAR assigned VV1E120 and Cesar51 a common frequency in order to facilitate communications.

0322 EAR gave Skater02 holding instructions over Pensacola for air refueling of Cesar51 flight.

0328 EAR requested Cesar51 assist in directing ground rescue units to crash site.

0332 Cesar52 reported to EAR that ground rescue units were headed directly to crash site.

0336 Cesar52 reported to EAR that ground rescue units would have to cross a canal to get to crash site.

0350 EAR advised VV1E120 that Escambia County Police helicopter was enroute to crash site.

0351 NAS Whiting reported to EAR that they were in contact with VV1E120 for landing.

0356 Able1 contacted EAR and reported liftoff from his base enroute to crash site.

0359 LifeFlight2 contacted EAR and reported he was enroute to crash site.


0401 Able1 reported F-fifteen in sight over crash site.

0402 EAR assigned to Able1 and Cesar52 a common frequency. Cesar52 directed Able1 to crash site.

0409 Lifeflight2 contacted Cesar52 for directions to crash site.

0411 Able1 reported to Cesar52 crash site in sight.

0413 Able1 reported to Cesar52 that he was directing ground rescue units to crash site.

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0416 Able1 reported to Cesar52 that ground rescue units at crash site.

0417 Lifeflight2 reported he would land at 2R4 and await instructions from Able1.

0418 Able1 reported ground rescue units had reached N428DC and could not find a body.

0425 Cesar51 reported to Able1 that he had been directed to return to his base.

0437 Skater02 contacted EAR and requested clearance for Cesar51 flight to return to Navy New Orleans and requested clearance back to Birmingham.

0442 EAR issued Cesar51 clearance to Navy New Orleans.

0443 EAR coordinated a manual handoff with Mobile Approach Control on Cesar51 flight.

0446 EAR issued Skater02 a climb to flight level 230 and to contact ZJX.

0447 Able1 reported N428DC's seatbelts and windshield were intact. CG6010 called EAR to report he was enroute to crash site.

0500 EAR instructed CG6010 to contact Able1 on the common frequency for directions to the crash site.

0501 CG6010 called Able1 for instructions.

0514 Able1 reported to CG6010 that he would leave the crash site to refuel.

0516 Able1 called EAR to return to his base for refuel.

0543 Able1 contacted EAR with liftoff from his base enroute back to crash site.

0544 Able1 contacted CG6010.

0554 Able1 advised CG6010 that he had been instructed to end the search.

0601 CG6010 reported to Able1 that he would also return to his base.

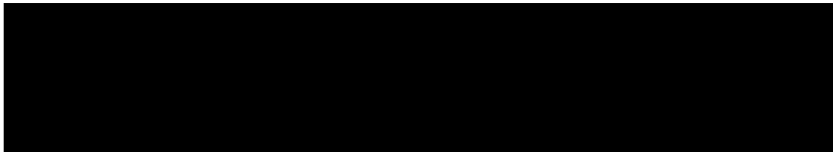
0602 CG6010 contacted EAR for clearance back to Mobile, Alabama.

0612 Able1 reported to EAR he was returning to base, landing area in sight.

6. Flight Crew, Continued.

Marcus Schrenker, Pilot, Injuries Unknown

12.





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NAME OF REPORTING FACILITY

Pensacola TRACON (P31)

14. CHRONOLOGICAL SUMMARY OF FLIGHT



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FEDERAL AVIATION ADMINISTRATION
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REPORT DATE

February 11, 2009

REPORT NO.

P31-TRACON-0060

NAME OF REPORTING FACILITY

Indianapolis ATCT (IND)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

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- 2343 N428DC called departing Anderson Indiana (AID) requesting IFR to Destin Florida (DTS).
- 2344 N428DC was cleared to DTS via radar vectors to fly heading one eight zero.
- 2345 N428DC was told to fly heading one eight zero and climb to 13,000 feet, upon leaving 6,000 feet, to turn right on course.
- 2346 N428DC was asked what altitude he was leaving and he said 6,000 feet. He was then told to turn left heading one four zero.
- 2347 N428DC was told to turn right on course.
- 2353 N428DC was told to maintain 13,000 feet and to contact Indianapolis Center on 119.55

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REPORT DATE

January 15, 2009

REPORT NO.

P31-TRACON-0060

NAME OF REPORTING FACILITY

Indianapolis ARTCC (ZID)


14. CHRONOLOGICAL SUMMARY OF FLIGHT


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- 0000 N428DC requested to stop climb at FL200 due to being temperature restricted.
N428DC was issued an amended altitude of FL200.
- 0002 N428DC was frequency changed to the Indianapolis ARTCC Nabb Sector (ABB).
N428DC made contact with ABB level at FL200.
- 0013 N428DC was frequency changed to the Indianapolis ARTCC Evansville Sector (EVV).
N428DC made contact with EVV level at FL200.
- 0028 N428DC was frequency changed to the Memphis ARTCC.
- 0030 The Memphis ARTCC Bowling Green Sector called EVV and requested control to
climb N428DC. The request was approved.
- 2353 N428DC made contact with the Indianapolis ARTCC Shelbyville Sector (SHB)
climbing to 130. N428DC was issued clearance to climb to FL230.
- 2356 N428DC was issued a 20 degree left turn for climb.
- 2358 N428DC was cleared back on course to resume own navigation.

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14. CHRONOLOGICAL SUMMARY OF FLIGHT		
January 12, 2009		
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0029 N428DC checked on frequency with Memphis ARTCC Bowling Green Low Altitude Radar Control Position (R41) and requested FL220. R41 acknowledged N428DC. 0030 R41 issued a climb clearance to FL220 to N428DC. 0052 R41 switched N428DC to Memphis ARTCC Shelbyville Low Altitude Radar Control Position (R60). N428DC checked on frequency with R60 requesting FL240. 0053 R60 climbed N428DC to FL230 and switched the aircraft to Memphis ARTCC Smyrna High Altitude Radar Control Position (R62). N428DC checked on frequency with R62. R62 acknowledged N428DC and climbed the aircraft to FL240. 0059 R62 switched N428DC to Atlanta ARTCC frequency 133.87.		
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	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 12, 2009

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- 0100 N428DC reported on frequency from Memphis ARTCC level at 24,000 feet. Atlanta ARTCC, Rocket Sector (06R) acknowledged.
- 0119 06R transferred communications to Atlanta ARTCC, Gadsden Sector Radar (03R). N428DC acknowledged and established communications with 03R. 03R acknowledged.
- 0120 N428DC reported severe chop at 24,000 feet, then reported severe turbulence. 03R asked what altitude he would like. N428DC doesn't want to change altitudes. 03R coordinates with 06R that N428DC experienced moderate to severe turbulence.
- 0122 N428DC advised 03R that he needed an emergency descent. 03R acknowledged and gave a clearance to descend. N428DC advised 03R that his windshield was cracked.
- 0123 03R coordinated a descent to 6,000 feet with Atlanta ARTCC, Montgomery Sector Radar (13R). 03R then cleared N428DC to maintain 6,000 feet and asked if he needed to divert to an airport.
- 0124 N428DC made a garbled transmission. 03R advised he was unreadable. An unknown aircraft relayed that he thought he said he had a broken windshield. 03R advised N428DC to maintain 6,000 feet. N428DC then made another transmission about the door.
- 0125 The unknown aircraft relayed to 03R, that he thought that N428DC said he had lost his door. 03R then advised N428DC that the Gadsden Airport was at his ten o'clock and fifteen miles and the Birmingham Airport was at his one o'clock and thirty miles.
- 0126 N428DC advised 03R that the fuel on board was three hours.
- 0129 N428DC asked 03R what the terrain clearance was. 03R advised N428DC that it was 3,500 feet and that the Gadsden Airport was off to his left. N428DC advised 03R that he had the controls locked and he was graying out.
- 0130 03R advised N428DC that Robbins Field Airport was about one o'clock and five miles. Delta Airlines 65 (DAL65) advised 03R that they had just flew over it and no lights were on, that they were over Gadsden Airport and they would key up the lights if they had the frequency.
- 0131 An unknown aircraft and 03R relayed the frequency to DAL65. 03R advised N428DC that the airport was off to the right about three miles. An unknown aircraft advised 03R that N428DC was not turning.
- 0132 03R advised an unknown aircraft that N428DC's controls were locked up, the windshield came in on him, and that he was bleeding profusely. 03R asked N428DC how many souls were on board. An unknown aircraft advised 03R that N428DC was not responding. 03R solicits DAL65 to try and contact N428DC. DAL65 got no

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14. CHRONOLOGICAL SUMMARY OF FLIGHT

response.

0134 03R advised N428DC to go to Birmingham Approach's frequency 121.5 or 123.8. DAL65 also relayed the frequencies. N428DC did not respond.

0136 03R solicited DAL1535 to try and contact N428DC. N428DC did not respond. DAL65 advised 03R that someone was talking to him on frequency 123.8 and that he was responding to some of their commands.

0138 An unknown aircraft asked 03R if that was the only turbulence report he had received. 03R responded, that was the only report of turbulence he had received.

0140 13R solicited Reach 3113 (RCH3113) to go back to 03R's frequency and try to contact N428DC. RCH3113 advised 13R that they got no response.

0143 N77Y came on frequency and tried to contact N428DC several times. N428DC did not respond.

0149 03R solicited Atlantic Southeast Airlines 4977 (ASQ4977) to turn the lights on at Sylacauga Airport. ASQ4977 advised 03R that lights were on.

0155 13R coordinated with Birmingham ATCT (BHM) about an aircraft south of Selma that they could vector over near N428DC to have a look at him.

0201 13R solicited Southwest Airlines 1164 (SWA1164) to turn the lights on at an unspecified airport. SWA1164 advised 13R he was unable to get the lights on.

0226 Jacksonville ARTCC, Crestview Sector (CEW) advised 13R that they had scrambled aircraft, CESAR51, a flight of two F15's south of Monroeville that would be a point out descending to 5,000 feet to catch up with N428DC. 13R approved the point out.

0230 N428DC exited Montgomery ATCT (MGM) airspace and entered 13R's airspace with no communications.

0232 CEW advised 13R that CESAR51's wingman was about fifteen miles in trail trying to catch up. 13R approved the point out.

0237 CESAR51 intercepted N428DC.

0242 N428DC exited 13R's airspace and entered Jacksonville ARTCC, CEW airspace with no communications. 13R called CEW and asked if CESAR51 had reported anything on N428DC. CEW responded that he had not reported anything and that he had just been orbiting N428DC.

0250 CEW relayed to 13R that CESAR51 had verified that N428DC had no lights on and that his track would take him over Pensacola and he probably would go down in the gulf.

N428DC



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NAME OF REPORTING FACILITY


Atlanta ARTCC (ZTL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

0318 CEW advised 13R that N428DC had crashed about one mile northwest of Milton, Florida at about 0314 UTC.

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	NAME OF REPORTING FACILITY Birmingham ATCT (BHM)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT		
January 12, 2009		
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<p>0126 Atlanta Center called with an emergency. They were keeping the aircraft on their frequency and trying to get the aircraft to Gadsden. They advised the pilot was bleeding and needed emergency equipment. They then asked for information on Oneonta Robins Field.</p> <p>0132 Atlanta Center advised the pilot was not responding and were attempting to switch the N428DC to Birmingham frequency but got no definite response. Birmingham South Radar attempted contact with N428DC but got no response. South Radar attempts to vector the aircraft to Pell City but did not get any response. South Radar also tries to vector an aircraft to observe N428DC. The aircraft advised they could not see the aircraft even though they had good ground contact and the ceiling was above them.</p> <p>0140 Still no positive contact with N428DC. South Radar still attempting to provide service to N428DC even though pilot does not respond.</p> <p>0141 South Radar offers Birmingham airport as an option to N428DC and still gets no response. N428DC still south bound.</p> <p>0143 South Radar has N77Y attempt to contact the aircraft on Atlanta Center frequency.</p> <p>0144 N77Y advised no contact with N428DC.</p> <p>0145 N428DC still south bound and communications still not established.</p> <p>0154 South Radar passes the information on N428DC to Montgomery Approach. N428DC continues south bound and is advised to attempt contacting Montgomery Approach.</p> <p>0157 Radar Contact is lost on N428DC.</p>		
No More Follows		

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14. CHRONOLOGICAL SUMMARY OF FLIGHT

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0147 Birmingham Approach Control (BHM) coordinated a point out on N428DC (PA46) ten miles north/northwest of Sylacauga, Alabama Airport (SCD) at 4,000 feet, flying toward Montgomery Approach Control (MGM). BHM stated that the windshield hit the pilot in the face and the aircraft was an emergency but they could not contact him. They advised the aircraft was on flight plan CID 240 and Beacon Code 6755.

0151 BHM relayed information that N428DC was working with Atlanta ARTCC (ZTL) at 17,000 feet when the pilot reported his windshield and door blew out and hit him in the face. BHM stated that the last known frequency assigned to N428DC was 128.72 and that ZTL had issued a BHM frequency in the event they lost contact with the pilot and then they did lose contact. BHM said the pilot was graying out and bleeding profusely and that other pilots were listening in and reported that the pilot of N428DC mentioned going to the gulf and ditching the plane and that N428DC had reported that he had three hours of fuel remaining. BHM added that the aircraft had not changed it's heading in the last 40 miles.

0153 Montgomery Approach Control (MGM) was unable to locate flight plan information on CID 240 or the aircraft call sign. BHM asked MGM to input an IFR flight plan for N428DC flying direct to Destin, Florida Airport (DTS). MGM entered a flight plan for N428DC from Clanton, Alabama Gregg-Wade Airport (02A) direct to DTS at 4,000 feet.

0155 ZTL suggested MGM get another aircraft to attempt contact with N428DC to have him come up on a MGM frequency. They suggested that N44789 (PA28), an overflight southwest of Selma, Alabama (SEM) flying toward Sylacauga, Alabama might be willing to assist.


0156 Initial contact with N44789.

0157 BHM informed MGM that N428DC had squawked IDENT 50 miles prior to current position and that they had transmitted in the blind to have N428DC contact MGM Approach.

0158 N44789 was informed of the situation with N428DC and agreed to attempt to locate the aircraft visually.

0159 MGM broadcast in the blind for N428DC to IDENT if he heard the transmission. There was no reply. N44789 was issued a 030 vector toward N428DC

0201 MGM broadcast on 121.5 for N428DC to IDENT if he heard the transmission. There was no reply. MGM issued a descent at pilot's discretion to 4,000 feet for N44789.

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0205 MGM corrected N44789's descent clearance to 5,000 feet and informed the pilot that N428DC was going to be 11:30 - 12:00 at 4,000 feet and was about 25 miles ahead of him. MGM broadcast for N428DC to IDENT if he heard the transmission. There was no reply.

0206 ZTL asked to have the lights turned on at Prattville, Alabama Airport (1A9). MGM asked N44789 to turn on the runway lights at 1A9 Airport using frequency 122.8. MGM asked MGM Tower to turn the Runway 10 MALSR and runway lights on bright for Montgomery Regional Airport.

0209 MGM broadcast in the blind for N428DC to IDENT. N44789 reported that 1A9 airport lights were on.

0210 MGM informed N44789 that N428DC traffic was at 12 o'clock, 18 miles, and at 3,800 to 4,000 feet. N44789 was issued a heading of 070.

0211 N44789 was issued a heading of 090 and issued traffic at 11 o'clock and 13 miles.

0212 N44789 was issued traffic at 11:30 indicating 4,000 feet and about 10 miles.

0213 N44789 was issued traffic at 11:30 and seven miles. N44789 stated that he did not see anything and that he did not know if the aircraft had his lights off or what.

0214 ZTL Watch Desk supervisor requested we try to contact N428DC on 128.72. He said he was watching us work N44789 and requested we let him know if we learned anything.


0215 BHM coordinated to verify that MGM knew the last assigned frequency of 128.72 and to suggest that MGM transmit in the blind. N44789 asked where the aircraft was in relation to 1A9 airport and was informed the aircraft was about six miles west southwest and at 12 o'clock and about three miles or two miles, indicating 3,800 feet and that the aircraft was a Piper Malibu.


0216 N44789 reported that he did not see anything and that the aircraft would be up against dark terrain and that he still didn't see him. MGM informed N44789 that the aircraft would be about 12:00 - 12:30 now and issued a heading of 150. MGM informed N44789 that N428DC was indicating 120 knots and that N44789 was a little bit faster than that.

0217 MGM issued traffic to N44789 as 12:00 - 12:30 and about a mile. N44789 said he could not see anything. MGM issued a heading of 180 to make a short circle to see if N44789 could overtake the aircraft and see him.

0218 MGM issued traffic to N44789 as 12:00 - 12:30 and one mile and then issued a 200 heading.

0219 N44789 reported that the aircraft could not have any lights on or that he would see him. MGM thanked the pilot and issued a right turn to allow N44789 to proceed on his original course and instructed him to maintain 5,000 feet.

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14. CHRONOLOGICAL SUMMARY OF FLIGHT 0220 Traffic was issued to N44789 as off his left and less than a mile. N44789 said he was looking hard. MGM Tower coordinated to turn the MGM Airport lights back down. 0221 ZTL Watch Desk inquired if we had any luck locating N428DC. The MGM Approach controller informed him that N44789 could not see the aircraft even though he flew over the top of him. MGM broadcast in the blind for N248DC to contact ZTL on frequency 120.55 and IDENT to acknowledge. There was no reply. N44789 was issued a descent at pilot's discretion to 4,000 feet. 0225 MGM made an automated handoff to ZTL and broadcast in the blind for N248DC to contact ZTL on frequency 120.55 and to IDENT to acknowledge. There was no reply.		
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0214 The Jacksonville ARTCC Crestview controller (R10) advised Atlanta ARTCC that the military was going to scramble fighters from Navy New Orleans to attempt to assist N428DC.

0227 The Navy fighter aircraft (Cesar51) checked onto R10's frequency.

0228 R10 gave Cesar51 the position of N428DC.

0230 R10 advised Cesar51 of the last frequency in which N428DC actually had established communications.

0232 R10 accepted the radar handoff of N428DC from Atlanta ARTCC. R10 gave Cesar51 an updated position on N428DC.

0234 R10 gave another updated position on N428DC.

0237 R10 broadcast to N428DC to ident. No ident was observed.

0241 R10 once again broadcast to N428DC to ident. No ident was observed.

0243 R10 advised Cesar51 that N428DC appeared to be holding altitude.

0244 Cesar51 advised R10 that N428DC was lights out.

0245 R10 advised Cesar51 that N428DC appeared to be heading for Pensacola.

0248 R10 broadcast to N428DC to ident. No ident was observed. Pensacola accepted the radar handoff of N428DC from R10.

0251 Cesar51 advises R10 that there is apparent damage to the aircraft (N428DC), there is no movement, and there are no cabin lights.

No More Follows