



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

REPORT DATE

August 17, 2016

REPORT NO.

NAME OF REPORTING FACILITY

MCAF Quantico

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 12, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1607 Quantico Arrival receives manual hand-off from Potomac Charlottesville sector on N128VB, a BE-55, at 6,500. Quantico calls radar contact and Charlottesville states that N128VB has been pointed out to Barin.

1611 N128VB reports on frequency with Quantico.

1612 Quantico issues Quantico altimeter of 29.96. N128VB restates the altimeter and states that he is descending into Shannon. Quantico tells N128VB to report Shannon in sight. N128VB states that he will report Shannon in sight. Quantico issues traffic to N128VB at 1,800. N128VB reports that he is passing through 3,700, then corrects himself and says 27.

1613 Quantico issues an update on the traffic. Traffic now indicating 1,400 and appears to be descending in the area and holding. N128VB states "No Joy". A final traffic call is issued moments later, traffic 1,300 now turning westbound and no factor.

1615 N128VB inquires about what the requirements are for a General Aviation aircraft to land at Marine Airfield Quantico. He is instructed that the requirements include a Prior Permission Required (PPR) and a Civilian Aircraft Landing Permit (CALP). He also asks about fuel and is told fuel on the airfield is normally only for base assigned aircraft.

1617 Pat16 an Army UH-60 contacts Quantico requesting radar flight following to A.P. Hill. The aircraft is radar identified and provided radar services to A.P. Hill.

1618 Quantico instructs N128VB that Shannon Airport is 12 O'clock and 4 miles. N128VB acknowledges the transmission.

1620 Quantico advises N128VB to change to advisory frequency and N128VB advises he has the airport in sight. This is the last communication with N128VB.

1622 Pat16 indicates that he will be making a momentary delay his present position for maintenance purposes. Quantico inquires if the aircraft requires any assistance and Pat16 responds with no assistance required.

1634 End of Transcript

NO MORE FOLLOWS





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

REPORT DATE

August 16, 2016

REPORT NO.

PCT-TRACON-0095

NAME OF REPORTING FACILITY

Indianapolis ATCT (IND)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 12, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1413 N128VB contacts DRE and requests radar following to Shannon Airport (EZF).
- 1414 DRE issues N128VB a beacon code of 0313 and asks them to verify their aircraft type. N128VB advises that they are a BE55.
- 1415 DRE radar identifies N128VB 12 miles north of the Greensburg Municipal Airport (I34) and issues the IND altimeter setting.
- 1416 DRE changes N128VB's beacon code to 6613.
- 1417 DRE issues N128VB a frequency change to CVG Approach.

No More Follows



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

REPORT DATE
August 24, 2016

REPORT NO
PCT-TRACON-0095

NAME OF REPORTING FACILITY
Cincinnati ATCT (CVG)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

August 12, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1417 N128VB contacts Cincinnati (CVG) Wildcat Departure Radar (WDR) and informs WDR that he is climbing through 070 for 075. WDR issues N128VB the altimeter 29.97. N128VB acknowledges.
- 1421 WDR instructs N128VB to contact Cincinnati Approach Satellite Radar (LSR) on 121.0. N128VB acknowledges the transmission. N128VB contacts LSR. LSR issues N128VB altimeter 29.97. N128VB acknowledges the transmission.
- 1433 LSR instructs N128VB to contact Columbus (CMH) Approach on frequency 118.85. N128VB acknowledges the transmission.

No More Follows



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

REPORT DATE
August 17, 2016

REPORT NO.
PCT-TRACON-0095

NAME OF REPORTING FACILITY
Port Columbus ATCT (CMH)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 12, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1433 N128VB checks in with Columbus Approach Middletown Sector (MR) at seven thousand five hundred and is given the current altimeter.
- 1438 MR advises N128VB that the military operating area (MOA) is active and offers a vector around the airspace. N128VB accepts the vector around the airspace.
- 1439 MR sector gives N128VB a 070 heading vectors around military airspace. N128VB acknowledges heading.
- 1445 MR sector issues another turn of 080 degrees to avoid the MOA. N128VB acknowledges. MR control transfers N128VB to Columbus Approach North Radar Sector (NR) on frequency 134.0. N128VB acknowledges.
- 1448 NR checks to see if N128VB is on frequency.
- 1449 N128VB checks in with NR radar, reports altitude of eight point five. NR replies with an altimeter check and has N128VB verify altitude is actually seven thousand five hundred. N128VB requests to turn back on course. NR issues a turn back on course, and once again requests N128VB to verify altitude of seven thousand five hundred. N128VB accepts the turn back on course clearance and does verify level at seven point five.
- 1459 Sector relief briefing with South Radar (SR) opening now and issues a control transfer to N128VB to contact Indianapolis Center (ZID) Pike Sector on 125.55. N128VB acknowledges frequency change.

No More Follows



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

REPORT DATE

August 17, 2016

REPORT NO.

PCT-TRACON-0095

NAME OF REPORTING FACILITY

Indianapolis ARTCC (ZID)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 12, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1459 N128VB checked on the Sector 24 frequency at 7,500 feet. R24 acknowledged N128VB and issued the Huntington, WV altimeter.
- 1521 R24 tried to switch N128VB to the Clarksburg (CKB) ATCT approach control frequency with no response from N128VB.
- 1522 R24 tried to switch N128VB to the CKB ATCT approach control frequency with no response from N128VB. R24 broadcast for N128VB with no response from N128VB.
- 1523 R24 called CKB ATCT to see if N128VB showed up on their frequency. CKB ATCT replied negative.
- 1524 R24 broadcast for N128VB with no response from N128VB. R24 had VADER06 broadcast for N128VB and relay frequency change to CKB ATCT approach control frequency.
- 1525 VADER06 made broadcast for N128VB.
- 1526 VADER06 reported no response from N128VB.
- 1529 R24 broadcast for N128VB with no response from N128VB. R24 called CKB ATCT to let them know no contact with N128VB and to see if CKB ATCT would try on guard. CKB ATCT stated already tried guard, had another aircraft try to contact N128VB, and broadcast with request to squawk ident with no reply from N128VB. R24 broadcast twice more for N128VB with no response from N128VB.
- 1530 R24 broadcast for N128VB with no response from N128VB.
- 1535 N128VB called on the frequency for Indy Center. D24 broadcast for N128VB to switch to CKB ATCT approach control frequency.
- 1536 R24 broadcast for N128VB. N128VB read back the frequency change to CKB ATCT approach control. R24 called CKB ATCT to advise them N128VB should be coming over to their frequency and let us know when N128VB shows up. CKB ATCT stated N128VB just came over.

No More Follows



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

REPORT DATE

August 23, 2016

REPORT NO.

PCT-TRACON-0095

NAME OF REPORTING FACILITY

Clarksburg ATCT (CKB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 12, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1523 Parkersburg (PKB) asks CKB if N128VB has checked on frequency. CKB tells them no.
- 1524 CKB announces N128VB callsign in the blind. Then again to reply with an ident.
- 1525 PKB calls CKB.
- 1526 PKB asks again if 128VB came over. CKB said no. PKB said to consider him NORDO and they're trying to find him. CKB announces callsign one more time and then again to reply with ident.
- 1527 CKB asks Heroflight79 to try reaching N128VB. Heroflight79 calls for N128VB twice and then tells CKB no response.
- 1528 PKB calls CKB. CKB was busy talking to aircraft so doesn't respond.
- 1529 CKB calls PKB back. PKB asks CKB to try N128VB on guard frequency. CKB replies he did try on guard frequency, by using another aircraft and also by asking to ident.
- 1530 CKB announces Baron128VB over the radio twice and to reply with an ident.
- 1534 CKB announces Baron128VB over the radio again. Then to reply with an ident.
- 1536 PKB calls CKB and says N128VB should be coming over. N128VB calls CKB. CKB tells PKB he just came over and announces the altimeter setting to N128VB.
- 1537 CKB issues traffic to N128VB.
- 1538 N128VB reports traffic in sight.
- 1542 CKB tells N126VB to contact Washington Center on 128.6. N128VB responds with readback of frequency and a thank you.

No More Follows



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

REPORT DATE

August 22, 2016

REPORT NO.

PCT-TRACON-0095

NAME OF REPORTING FACILITY

Washington ARTCC (ZDC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 12, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1543 N128VB checked onto ZDC R29 frequency. R29 acknowledged and issued N128VB an altimeter.
- 1548 R29 issued a frequency change to N128VB. R29 re-issued the frequency change and N128VB acknowledged. N128VB checked onto ZDC R05 frequency in a vfr climb. R05 acknowledged and issued an altimeter.
- 1557 R05 attempted to switch N128VB to a Potomac TRACON sector frequency. N128VB did not respond.
- 1603 Potomac TRACON Charlottesville sector called R05 requesting communications with N128VB. R05 re-issued a frequency change to N128VB. N128VB acknowledged.

No More Follows



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

REPORT DATE

August 26, 2016

REPORT NO.

PCT-TRACON-0095

NAME OF REPORTING FACILITY

Potomac Consolidated TRACON (PCT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 12, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1600 Charlottesville East Arrival (CHOEА) transmitted to N128VB with no response.
- 1601 CHOEА transmitted to N128VB with no response. CHOEА called Washington Air Route Traffic Control Center (ZDC) Casanova (CSN) with no response.
- 1602 CHOEА transmitted to N128VB with no response.
- 1603 CHOEА requested ZDC CSN transfer communications with N128VB. N128VB checked in with CHOEА and was issued the Charlottesville altimeter. N128VB confirmed descending for Shannon Airport (EZF).
- 1606 CHOEА conducted a manual handoff on N128VB to Quantico Marine Corps Approach Control (NYG). NYG took radar of N128VB, VFR, 40 miles west of the BROOKE VOR descending through 6,500 feet on a 6613 code, inbound to EZF.
- 1608 CHOEА asked N128VB to verify landing EZF; which was verified. CHOEА asked N128VB to verify heading; the response was unintelligible.
- 1611 CHOEА instructed N128VB to contact NYG on 127.05, which was read back.

No More Follows