



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

REPORT DATE

February 25, 2020

REPORT NO.

20-003-ZFW

NAME OF REPORTING FACILITY

Abilene ATCT (ABI)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 29, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2214 N50JR calls Ground Control (GC) with information Kilo, requests VFR departure to Odessa (ODO) and requests taxi clearance. GC instructs N50JR to taxi to runway 35L. N50JR reads back "taxi to 34L".
- 2215 GC issues departure frequency of 127.2 and a beacon code. Pilot acknowledges, GC reissues taxi instruction to runway 35L.
- 2216 N50JR asks for departure frequency. GC states 127.2. GC advises the aircraft's radio is coming in very weak and barely readable. N50JR states he's been having trouble with it and just needs to speak louder.
- 2220 N50JR calls on Local Control (LC) frequency, ready for takeoff. LC issues takeoff clearance with instructions to turn left on course. N50JR acknowledges.
- 2223 LC instructs N50JR to contact departure. N50JR acknowledges.
- 2224 N50JR calls on Departure frequency climbing through 3,500 mean sea level (MSL) for 10,500 MSL. Departure controller does not reply. N50JR calls Departure and asks "how do you read?". Departure does not reply.
- 2225 N50JR calls on Departure frequency climbing through 5,500 MSL for 10,500 MSL. Departure acknowledges and issues radar contact. N50JR acknowledges.
- 2226 Departure asks N50JR what altitude he is climbing to. N505JR states climbing to 10,500 MSL initially. Departure acknowledges.
- 2237 Departure instructs N50JR to contact Fort Worth Center on 127.45. N50JR does not respond. Departure reissues instruction to contact Fort Worth Center on 127.45. N50JR does not respond.
- 2238 Departure calls N50JR on 121.5 (Guard Frequency) and issues intructions to ident and contact Fort Worth Center on 127.45. N50JR does not respond.

No More Follows



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- 2238 N50JR CHECKS ON MIDLAND LOW ALTITUDE SECTOR RADAR POSITION (R40) AT TEN THOUSAND FIVE HUNDRED FEET MEAN SEA LEVEL (MSL) .
- 2239 R40 ACKNOWLEDGES AND ISSUES THE MIDLAND ALTIMETER SETTING. N50JR ACKNOWLEDGES
- 2242 R40 CHANGES N50JR TO HIS FREQUENCY 133.7. AFTER SEVERAL ATTEMPTS TO CLARIFY THE FREQUENCY, N50JR ACKNOWLEDGES.
- 2243 N50JR CHECKS ON R40. R40 ACKNOWLEDGES.
- 2256 N50JR REPORTS LEFT ENGINE ISSUES AND INDICATES THEY MAY HAVE TO LAND AT BIG SPRING (BPG) . R40 ASKS N50JR IF THEY ARE DECLARING AN EMERGENCY.
- 2257 N50JR REPORTS THE SITUATION IS NOT GOOD AND ASKS R40 TO STAND BY. R40 COORDINATES WITH MIDLAND APPROACH (MAFA) REGARDING N50JR. R40 ATTEMPTS CONTACT WITH N50JR. N50JR DECLARES AN EMERGENCY AND INDICATES THE RIGHT ENGINE IS STILL RUNNING. R40 ASKS IF N50JR CAN MAKE IT TO ODESSA (ODO) OR LAND AT A CLOSER AIRPORT.
- 2258 N50JR INDICATES HE IS ASSESSING THE SITUATION AND ASKS R40 TO STAND BY. R40 OFFERS ANY ASSISTANCE NEEDED. R40 CALLS N50JR. N50JR ACKNOWLEDGES. R40 OFFERS THE STANTON MUNICIPAL AIRPORT (63F) AT TWO O'CLOCK AND ONE EIGHT MILES.
- 2259 N50JR SAYS THEY ARE ATTEMPTING TO LAND AT BPG. R40 ISSUES THE POSITION OF BPG. N50JR ACKNOWLEDGES. R40 CALLS MAFA AND COORDINATES N50JR AS AN EMERGENCY, NOW LANDING BPG.
- 2300 R40 CALLS N50JR TWICE. N50JR ACKNOWLEDGES. R40 INQUIRES ABOUT THE STATUS OF N50JR'S ENGINES. N50JR INDICATES THE RIGHT ENGINE IS RUNNING AND THE LEFT ENGINE IS SHUT DOWN. N50JR INDICATES HE IS ABLE TO HOLD ALTITUDE AND IS CONTINUING ON TO ODO. R40 CONFIRMS THAT N50JR CAN HOLD ALTITUDE. N50JR CONFIRMS. R40 INQUIRES IF THE INTENDED DESTINATION IS BPG OR ODO.
- 2301 N50JR REPLIES ODO. R40 ACKNOWLEDGES AND ASKS IF N50JR WILL NEED ASSISTANCE AT ODO. N50JR ANSWERS NEGATIVE AND SAYS THEY ARE JUST GOING TO LAND THERE. R40 ACKNOWLEDGES. N50JR MAKES A TRANSMISSION BLOCKED BY OTHER AIRCRAFT AND UNREADABLE. R40 ASKS N50JR TO GO AHEAD WITH THE TRANSMISSION. N50JR REQUESTS A HEADING FOR BPG AND INDICATES THE OTHER ENGINE HAS FAILED.



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- 2302 R40 ISSUES HEADING 015 TO N50JR. N50JR ACKNOWLEDGES. R40 TELLS N50JR THE POSITION OF THE BPG AIRPORT. N50JR SAYS HE THINKS HE HAS THE AIRPORT IN SIGHT BUT MAY NOT MAKE IT TO THE AIRPORT.
- 2303 R40 ASKS IF N50JR WILL MAKE IT TO THE AIRPORT. N50JR SAYS THEY MAY NOT MAKE IT BUT ARE TRYING. R40 OFFERS ANOTHER AIRPORT ABOUT THE SAME DISTANCE AS BPG. N50JR INDICATES HE PREFERS BPG. R40 GIVES N50JR A POSITION UPDATE ON BPG. N50JR INDICATES HE HAS THE AIRPORT IN SIGHT. R40 ACKNOWLEDGES AND ADVISES HE WILL CONTINUE COMMUNICATION AS LONG AS POSSIBLE AND SAYS IT LOOKS LIKE N50JR IS HOLDING ALTITUDE.
- 2304 N50JR SAYS THE ENGINE IS FAILING. R40 THEN ASKS FOR CLARIFICATION THAT THE SECOND ENGINE IS FAILING. N50JR ACKNOWLEDGES. R40 ASKS N50JR IF THERE ARE ANY ALTERNATIVE LANDING AREAS IN SIGHT. N50JR SAYS THERE IS A PRIVATE LANDING STRIP AHEAD. R40 ADVISES N50JR TO LAND THERE IF POSSIBLE. R40 INDICATES HE HAS NO DISPLAY ON THE PRIVATE STRIP.
- 2305 N50JR SAYS HE WILL TRY AND LAND THERE. R40 TELLS N50JR TO TRY AND GET DOWN AND OFFERS ANY ASSISTANCE REQUIRED. N50JR INDICATES IT IS A PRIVATE RUNWAY AND BELIEVES HE CAN MAKE IT THERE. R40 CONFIRMS N50JR HAS THE AIRPORT IN SIGHT. N50JR CONFIRMS HE IS OVER THE AIRPORT. R40 TELLS N50JR TO TRY AND GET DOWN ON THE PRIVATE RUNWAY.
- 2306 N50JR ACKNOWLEDGES. R40 CONFIRMS THE FREQUENCY N50JR IS ON AS 133.7. N50JR CONFIRMS AND INDICATES HE IS SOUTH OF BPG AND IS FAMILIAR WITH THE AIRPORT. N50JR SAYS HE IS ENTERING THE TRAFFIC PATTERN AND IS GOING TO MAKE IT. R40 ASKS N50JR TO ADVISE WHEN HE IS ON THE GROUND. N50JR ACKNOWLEDGES.
- 2307 R40 ASKS N50JR TO ADVISE WHEN HE MAKES THE TURN INBOUND. N50JR SAYS HE IS ON LEFT DOWNWIND FOR THE AIRPORT. R40 ASKS N50JR IF HE WILL MAKE THE AIRPORT. N50JR CONFIRMS NINETY PERCENT SURE HE CAN MAKE THE AIRPORT. R40 ADVISES HE WILL LOSE N50JR ON RADAR LEAVING THREE THOUSAND FEET MSL AND WILL CALL N50JR AT THAT TIME. N50JR ACKNOWLEDGES.
- 2309 R40 CALLS N50JR. AN AIRCRAFT TRANSMITS GOING TO CRASH. R40 ATTEMPTS CONTACT TWO TIMES WITH N50JR. N92HJ SAYS HE HAS AN EMERGENCY LOCATOR TRANSMITTER (ELT) AND THE LAST TRANSMISSION WAS I'M GOING TO CRASH. R40 CONFIRMS WHO PICKED UP THE ELT. N92HJ CONFIRMS HE PICKED UP THE ELT AND THE LAST TRANSMISSION WAS WE ARE GOING TO CRASH.
- 2310 R40 ACKNOWLEDGES N92HJ.
- 2311 R40 INFORMS MAFA THEY LOST RADAR ON N50JR AND AN AIRCRAFT REPORTED AN ELT AND A TRANSMISSION OF WE ARE GOING TO CRASH. R40 ASKS MAFA IF N44JC CAN SEE ANY SMOKE FROM THE FIELD. MAFA ACKNOWLEDGES.



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2314 MAFA INFORMS R40 N44JC IS GOING TO FLY OVER THE AIRPORT AND SEARCH FOR N50JR.

2319 MAFA SAYS N44JC IS RECEIVING AN ELT NEAR EDWARDS LUCIAN WELLS RANCH AIRPORT (TX31).

2321 MAFA INFORMS R40 N44JC CONFIRMS AN AIRCRAFT TWO TO THREE HUNDRED YARDS SHORT OF THE RUNWAY AT TX31 AND APPEARS TO BE INTACT.

2324 MAFA INFORMS R40 THAT N44JC REPORTS AN AIRCRAFT, MOSTLY WHITE, AT TX31 WITH THE TAIL BROKEN OFF AND ONE PERSON WALKING ON THE ROAD TOWARDS THE AIRPORT.

No More Follows