



DEPARTMENT OF THE AIR FORCE
305TH AIR MOBILITY WING (AMC)

13 Jun 2018

MEMORANDUM FOR RECORD

FROM: DAVID VILE, GS-12

SUBJECT: Personal Report on Aircraft Mishap

1. I was in AA monitoring WP. Clearance called and requested release; WP released the aircraft destined to HYA. He called up normally, and ACAD had the aircraft IDENT. Once the IDENT was observed ACAD called N8BL RADAR CONTACT and ACAD requested a PIREP. The pilot stated "say again", ACAD again requested a PIREP, the pilot came back with, "IFR". We then observed N218BL descending. I remember saying, "What is going on with that guy", we observed him for a second. I told ACAD to issue a low altitude alert, because he started descending drastically, which they did. We got no response from the pilot. ACAD tried to re-establish radio communications and then we no longer observed the primary which is when ACAD said, "N218BL, Radar contact lost" phraseology. I used the STARS function MultiFunc*(Splat) to get the lat/longs of the aircraft's last known position to give to the WS.

2. I pulled WP out of position to go pull the DALR up and see if we could hear anything from the pilot. We had an aircraft at 4000' by RBV who was on a heading of 190 being vectored to WWD. The heading put the pilot ~7 miles East of N218BL's last known position. ACAD asked the pilot if he was able to see anything around N218BL's last known position and the pilot said that he couldn't see the ground. I called PHL, Final vectors sector on the 215 line, and asked them if anybody at 3000' on their downwind for RWY27 could possibly see anything which they said that they could not either.

2. Any questions concerning this statement can be directed to the RAPCON Chief Controller, MSgt Bobbie Tenney at DSN [REDACTED] or via email at [REDACTED]

[REDACTED]

DAVID VILE, GS-12, DOD
Air Traffic Control, Watch Supervisor



DEPARTMENT OF THE AIR FORCE
305TH AIR MOBILITY WING (AMC)

13 Jun 2018

MEMORANDUM FOR RECORD

FROM: CHARLES CHEW, GS-12

SUBJECT: Personal Report on Aircraft Mishap

1. I was assigned as WS. I had just finished verifying the outages with Job Control when I heard the ACAD Controller issue a low altitude alert. My attention quickly went to the scope and I keyed up the monitor to listen. I heard Approach trying to get a response from the pilot of N218BL and got none. Approach issued Radar contact lost. I directed Approach/Assist to mark the spot on the scope where the A/C was last seen. I began to have ACAD ask a nearby pilot do a flyby of the area but had them disregard due to the low ceilings, it wouldn't have been of much help. I then called VAY, the departure airport to see if by chance the pilot had returned there and they had not seen the A/C come back. I called N14 airport to see if he had gone there and he had not. I then called the Mount Holly police to ask if they had any reports of an A/C mishap or anything in the area and was told that they couldn't give any more information other than the East Hampton NJ Police were working a scene on Juliustown/Smithville road just North of Oxmead road. I began the A/C mishap checklist and notified the CCTLR. I notified the NYARTCC Supervisor.

2. Any questions concerning this statement can be directed to the RAPCON Chief Controller, MSgt Bobbie Tenney at DSN [REDACTED] or via email at [REDACTED]

[REDACTED]
CHARLES CHEW, GS-12, DOD
Air Traffic Control, Watch Supervisor



DEPARTMENT OF THE AIR FORCE
305TH AIR MOBILITY WING (AMC)

13 Jun 18

MEMORANDUM FOR RECORD

FROM: SSGT JOSHUA PARKER

SUBJECT: Aircraft Mishap

1. On 13 Jun 18 I was working in the Clearance Delivery position and issued a clearance to NOBL departing VAY airport. His departure instructions were "after entering controlled airspace intercept the RBV236 radial inbound to RBV." I obtained a release with Assist and released the aircraft. I was watching from the arrival scope next to me and the aircraft climbed through 014 before starting to descend rapidly and turn. The approach controller issued a low altitude alert with no response. She attempted to reestablish radio communications multiple times before calling the aircraft RADAR contact lost. The watch supervisor instructed everyone to run their checklists and then we were all pulled out of position.

2. If you have any questions please contact SSgt Joshua Parker by e-mail at [REDACTED] or by phone DSN [REDACTED]

[REDACTED]
JOSHUA PARKER, SSgt, USAF
Air Traffic Controller, RAPCON



DEPARTMENT OF THE AIR FORCE
305TH AIR MOBILITY WING (AMC)

13 June 2018

MEMORANDUM FOR RECORD

FROM: SSGT ERIKA SERRANO

SUBJECT: Statement on Aviation Incident

1. The following MFR is my personal statement/account on the occurrences on 13 June 2018.
2. Weather was Instrument Flight Rules (IFR) where in bases was about 600ft upon assumption of position and had two pilot reports (PIREPS) from departures off of Monmouth Executive airport (KBLM) and McGuire field (KWRI). Prior to having contact with N8BL, I was communicating with N0FG going to Cape May County airport (KWWD). Then clearance delivery (CD) requested a departure release from South Jersey airport (KVAY) going out over the water (MANTA), N8BL. While waiting for the departure, I gave N0FG a heading of H190 to make him fly towards KWWD and climbed him to 4000. A few minutes later, N8BL showed up on radar and called up climbing to 2000. I radar identified him using IDENT function. N0FG asked again what altitude he was supposed to climb and I repeated that it is 4000. I radar identified N8BL when I observed the ident and asked his flight conditions specifically the bases as we didn't have any reports from that airport. He asked again for the last transmission I said and I told him "Say flight conditions on departure". He said 'IFR'. I told N0FG to fly a heading of H200 since I noticed the wind was pushing him towards the restricted area 5001 (R-5001). Then I noticed, N8BL climbing to 1100-1200 and then suddenly turning back around and descending quickly. I called him up but no response. I tried two more times and I advised that his reply was not received and must IDENT for further response (no radio communication procedures/receiver only procedures). However, he didn't respond. I also advised him that he has low altitude (using low altitude phraseology) because he was at 300 ft. Then, when I didn't observe any primary target, I called 'Radar contact lost'. We pulled up the checklist and assist position (AA) advised watch supervisor (WS) about the situation and WS started the coordination procedures for lost aircraft. While this was going on, I asked N0FG to fly heading 220 and gave a position of the last known position of N8BL if he can see him. However, the ceiling was too low and he was not able to provide a report.
3. If there are any questions with the information above, you can contact me at [REDACTED] or email at [REDACTED]

[REDACTED]
ERIKA [REDACTED], USAF
Air Traffic Controller, RAPCON