

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE February 11, 2011	REPORT NO. ELM-ATCT-0039
NAME OF REPORTING FACILITY Caldwell-Essex ATCT (CDW)		

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 23, 2010

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

December 22, 2010

2324 N968SM requested and received an ATC clearance to Penn Yan Airport (PEO) from the Flight Data/Clearance Delivery/Ground Control combined position.

2326 N968SM cleared to Runway 4 via taxiway papa.


2331 N968SM stated that he was ready for departure. IFR Squawk was issued and aircraft was issued a hold short clearance.


2336 N968SM issued takeoff clearance, Runway 4.

2338 N968SM was transferred to departure control New York TRACON (N90).

No More Follows

N968SM

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE January 03, 2011	REPORT NO. ELM-ATCT-0039
NAME OF REPORTING FACILITY New York TRACON (N90)		
14. CHRONOLOGICAL SUMMARY OF FLIGHT		
December 23, 2010		
ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED		
December 22, 2010		
2339 N968SM reports on with New York TRACON, EWR Area, Departure Position (E414) at 1,800 for 2,000 feet on a heading of 180 degrees. E414 advises radar contact with N968SM one mile west of Caldwell and instructs N968SM to fly a heading of 240 degrees and to climb and maintain 4,000 feet. N968SM acknowledges.		
2340 E414 instructs N968SM to maintain a good rate in the climb to 4,000 feet. E414 instructs N968SM to fly a heading of 260 degrees. N968SM acknowledges.		
2341 E414 instructs N968SM to proceed direct to the Solberg VOR (SBJ). N968SM acknowledges.		
2343 E414 issues advisory to N968SM for traffic at 12 o'clock, 2 miles, on a southbound heading at 3,000 feet, a Citation. N968SM reports the traffic is in sight. E414 instructs N968SM to contact approach on frequency 132.8. N968SM acknowledges frequency change.		
2344 N968SM reports on with New York TRACON, EWR Area, METRO Position (E416) at 4,000 feet. E416 acknowledges.		
2350 E416 instructs N968SM to climb and maintain 6,000 feet. N968SM acknowledges.		
2351 E416 instructs N968SM to contact Allentown Approach on frequency 124.45. N968SM acknowledges frequency change.		
No More Follows		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE February 14, 2011 NAME OF REPORTING FACILITY Allentown ATCT (ABE)	REPORT NO. ELM-ATCT-0039
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14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 23, 2010

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UNLESS OTHERWISE SPECIFIED

December 22, 2010


2351 N968SM was handed off from New York TRACON (N90) to Allentown Approach Control. N968SM checked in with Allentown Approach Control, climbing to 8000 feet and was given the current altimeter setting.


2358 N968SM requested direct to Penn Yan Airport (KPEO), which was coordinated with Wilkes-Barre Approach Control and approved.

2359 N968SM was handed off to Wilkes-Barre Approach Control and communications switched.


No More Follows

N968SM

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE January 04, 2011	REPORT NO. ELM-ATCT-0039
	NAME OF REPORTING FACILITY Wilkes-Barre ATCT (AVP)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT		
<p>December 23, 2010</p>		
<p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p>		
<p>December 22, 2010</p>		
<p>2358 Allentown Approach initiated coordination with Wilkes-Barre Approach. N968SM direct Penn Yan.</p>		
<p>2359 N968SM checked on Wilkes-Barre Approach frequency and was issued the altimeter.</p>		
<p>December 23, 2010</p>		
<p>0020 N968SM was changed to Binghamton Approach frequency.</p>		
<p style="text-align: center;">No More Follows</p>		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 04, 2011	REPORT NO. ELM-ATCT-0039
	NAME OF REPORTING FACILITY Binghamton ATCT (BGM)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT		
December 23, 2010		
ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED		
0020 Radar contact established with N968SM, altitude was given.		
0030 N968SM was handed off to Elmira Approach (ELM).		
0031 ELM requested control of N968SM and it was approved.		
No More Follows		

N968SM

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 27, 2011	REPORT NO. ELM-ATCT-0039
NAME OF REPORTING FACILITY Elmira ATCT (ELM)		

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 23, 2010

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0030 N968SM checked on frequency after being switched from Binghamton Approach. The pilot was given the Elmira altimeter and stated he had the Penn Yan weather and was provided icing reports of moderate to severe ice in the area.

0032 Elmira Approach issued N968SM a pilot's discretion descent to 4,100.

0035 Elmira Approach requested N968SM's flight conditions. The pilot stated he was stopping at 6,000 to stay above the clouds.

0039 N968SM was cleared for the RNAV1 Approach at Penn Yan.

0044 N968SM requested and was provided a frequency change to the advisory frequency. The controller stated he would be standing by for the IFR cancellation.

0052 Elmira Approach received a call from the Yates County Sheriff's Department concerning a possible aircraft accident in an area about 8 miles South of the Penn Yan Airport.

0138 The Yates County Sheriff's Department called to confirm the crash of N968SM.

No More Follows