

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Report Date: December 13, 2013		Report Number: FSM-ATCT-0176			
		Name of Reporting Facility: Fort Smith ATCT (FSM)					
REPORT OF AIRCRAFT ACCIDENT							
1. Aircraft Identification and Type: N269JG, BE9L		2. Date/Time of Accident (GMT): November 1, 2013; 2242 UTC		3. Location of Accident: Springdale, AR; 4.5 miles southeast of the Springdale Municipal Airport			
4. Nature of Accident: Crashed on approach to airport			5. Type of Flight: IFR Flight Plan				
6. Flight Crew	Name	Position	Address (City and State)	Uninjured	Injured	Fatality	Unknown
	Searcy W. Harrell Jr.	Pilot	Camden, AR			X	
7. Passenger Data : (If available, list names, addresses, extent of injuries and other information on continuation sheet.)			Number Aboard 1	Number Uninjured 0	Number Injured 0	Number Fatalities 1	
8. Aircraft Damage: Destroyed			9. Property Damage: Unknown				
10. Operating Status of Navigational Aids/Lights/Communications: Normal							
11. Weather Data	Conditions in Accident Area at Time of Accident: SPRINGDALE, AR, SPRINGDALE MUNI ARPT METAR - 1648 CDT: wind three one zero at one zero knots, visibility one zero statute miles, few clouds at three thousand five hundred, temperature one eight, dew point four, altimeter two nine eight eight						
	Report Just Prior to Accident: SPRINGDALE, AR, SPRINGDALE MUNI ARPT METAR - 1648 CDT: wind three one zero at one zero knots, visibility one zero statute miles, few clouds at three thousand five hundred, temperature one eight, dew point four, altimeter two nine eight eight						Date/Time 11/01/2013 21:48 UTC
	First Report Subsequent to Accident: SPRINGDALE, AR, SPRINGDALE MUNI ARPT METAR - 1748 CDT: wind three one zero at seven, gusts one four knots, visibility one zero statute miles, few clouds at six thousand five hundred, temperature one six, dew point five, altimeter two nine nine zero						Date/Time 11/01/2013 22:48 UTC
12. ATS Personnel Involved	Name	Facility	Operating Position	Check If Eyewitness			
	Derek R Gorowsky *(DG)	FSM ATCT	ER AP				
	Ralph E Berry (RB)	FSM ATCT	RCIC SI				
*Operating Initials							
13. Signature of Facility Manager Elizabeth Burnett							

FAA Form 8020-6 (12-10) Supersedes Previous Edition

Electronic Version

FSM-ATCT-0176

N269JG



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

REPORT DATE

November 06, 2013

REPORT NO.

FSM-ATCT-0176

NAME OF REPORTING FACILITY

Little Rock ATCT (LIT)


14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 01, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2151 N269JG called Little Rock Approach. Little Rock Approach responded. N269JG advised type aircraft, he was departing Pine Bluff VFR to Bentonville requesting flight following.
- 2153 N269JG asked Little Rock Approach if they had his information and Little Rock Approach responded affirmative squawk 5510. N269JG read back 5510.
- 2154 Little Rock Approach asked N269JG to ident and shortly thereafter issued radar contact 10 miles northwest of Pine Bluff Airport. N269JG was issued altimeter 2982 and asked to verify his altitude of one zero thousand.
- 2155 N269JG responded affirmative one zero decimal two.
- 2157 Little Rock Approach asked N269JG to say altitude climbing to. N269JG responded sixteen five.
- 2159 N269JG was pointed out to Memphis Center, Greenville sector.
- 2202 N269JG was handed off to Memphis Center, Hot Springs sector and advised to contact Memphis Center on 128.47. N269JG responded.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	<small>REPORT DATE</small> November 08, 2013	<small>REPORT NO.</small> FSM-ATCT-0176
	<small>NAME OF REPORTING FACILITY</small> Memphis ARTCC (ZME)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 01, 2013

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2203 N269JG checked on frequency with Memphis ARTCC Hot Springs Low Altitude Radar Control Position (R01) at 16,500 feet. R01 acknowledged N269JG and issued altimeter. N269JG acknowledged.

2221 N269JG advised R01 he was leaving 16,500 feet and starting his descent. R01 acknowledged N269JG and advised him to maintain VFR. N269JG acknowledged.

2227 R01 advised N269JG to contact Razorback Approach on frequency 126.6. N269JG acknowledged.

No More Follows



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

REPORT DATE

December 02, 2013

REPORT NO.

FSM-ATCT-0176

NAME OF REPORTING FACILITY

Fort Smith ATCT (FSM)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 01, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2227 N269JG was handed off from Memphis ARTCC to Fort Smith ATCT/Razorback Approach (ER) descending from 11,800 feet to 6,500 feet.
- 2230 N269JG was issued traffic on a cessna also inbound to Bentonville. N269JG was instructed to maintain at or above 7,000 feet.
- 2234 N269JG reported the cessna traffic in sight. ER deleted the altitude restriction and instructed N269JG to maintain visual separation from the cessna.
- 2240 N269JG requested to land at Fayetteville Airport. ER instructed N269JG to enter right traffic for runway 34 at Fayetteville Drake Airport (FYV) and requested the reason for destination change. N269JG stated he was low on fuel. N269JG requested vectors for the FYV airport. ER issued heading 200 for the right downwind entry for runway 34, wind and altimeter. ER asked if N269JG required any other assistance.
- 2241 N269JG asked how far he was from FYV, ER stated 9 miles. N269JG asked if there was an airport closer, ER stated Springdale Airport (ASG) was 4 miles away. N269JG stated he would go to ASG and that he had the airport in sight and was familiar. ER issued the wind and altimeter for ASG and asked if N269JG needed any assistance on the ground. ER instructed N269JG to enter a right base to runway 36 and contact ASG tower on frequency 118.2.

No More Follows