



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT OF AIRCRAFT ACCIDENT

(Continuation Sheet)

REPORT DATE
JUNE 10, 2009

REPORT NO.
ZMA-ARTCC-0317

NAME OF REPORTING FACILITY
HST ARB

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 25, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1339 Radar handoff accepted from Miami Approach for N8001V enroute to Ocean Reef Airport (07FA).
- 1341 The pilot advised he had the airport in sight and was cleared for a visual approach to Ocean Reef Airport.
- 1343 The pilot cancelled his IFR clearance and he was switched to Unicom at Ocean Reef Airport.
- 1507 N8001V departed Ocean Reef Airport and was radar identified by Homestead GCA controller. He was issued his IFR Clearance to KORL. Clearance read (07FA HEDLY BAIRN BAIRN1 KORL). The handoff was initiated to Miami Approach and accepted. The pilot was switched to Miami frequency 125.5.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 28, 2009	REPORT NO. ZMA-ARTCC-0317
	NAME OF REPORTING FACILITY Miami ATCT (MIA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 25, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1506 The Miami South departure controller broadcast to N8001V with no reply.

1507 The controller contacted Homestead GCA and asked them to switch N8001V.

1508 N8001V reported on the frequency leaving five thousand for sixteen thousand and heading three three zero.

1509 A left turn three three zero vectors around weather was issued to N8001V.

1510 A turn right direct HEDLY on course was issued.

1511 The controller instructed N8001V to contact Miami on one one niner point four five.

1512 N8100V reported on the Miami North departure controller frequency leaving ten thousand for sixteen thousand. The controller issued the current altimeter setting.

1514 A heading of three six zero was issued expect direct HEDLY in one zero miles.

1517 N8100V was instructed to proceed direct HEDLY and contact Miami Center on one three five point one seven.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE June 08, 2009	REPORT NO. ZMA-ARTCC-0317
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 25, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1513 The Miami Center ALUTO Sector (R46) controller accepts a radar handoff on N8001V from the Miami Approach controller.

1516 The R46 controller attempts to contact N8001V by transmitting on the frequency.

1517 N8001V establishes initial contact with the R46 controller reporting level at 16,000 feet. The R46 controller issues N8001V a climb clearance to maintain 17,000 feet and issues the Palm Beach altimeter. N8001V acknowledges the climb clearance and altimeter setting.

1522 The R46 controller issues N8001V radar derived weather and a PIREP regarding cloud tops. N8001V acknowledges the weather information and advises the aircraft is clear of most of the weather. The R46 controller informs N8001V to advise prior to executing any deviation needed for weather avoidance. N8001V acknowledges the instruction.

1524 The R46 controller clears N8001V direct to the BAIRN intersection and the GOOFY5 arrival. N8001V acknowledges the routing clearance.

1531 The R46 controller clears N8001V to descend and maintain 15,000 feet and issues the Vero Beach altimeter. N8001V acknowledges the descent clearance and the altimeter setting. The R46 controller initiates a radar handoff of N8001V to the Miami Center STOOP Sector (R23) controller. The R23 controller accepts the radar handoff of N8001V.

1532 The R46 controller instructs N8001V to contact Miami Center on frequency 126.95. N8001V acknowledges the frequency change. N8001V establishes contact with the R23 controller descending out of 15,500 feet to 15,000 feet. The R23 controller acknowledges N8001V and issues the Orlando altimeter.

1537 The R23 controller instructs N8001V to cross the BAIRN intersection at 10,000 feet. N8001V acknowledges the crossing restriction clearance.

1545 The R23 controller initiates a radar handoff of N8001V to the Orlando Approach BAIRN Sector (F11) controller. The F11 controller accepts the radar handoff of N8001V. N8001V informs the R23 controller of the need to divert to the nearest airport. The R23 controller advises N8001V of either Melbourne or Vero Beach and requests which airport is the preference. N8001V informs the R23 controller that he wants to go to Vero Beach. The R23 controller clears N8001V direct to Vero Beach via an initial heading of 120. N8001V acknowledges the routing clearance.

1546 The R23 controller queries N8001V as to the reason for diverting. N8001V does not respond. The R23 controller attempts to contact N8001V on the frequency. N8001V does not respond. The R23 controller contacts the Miami Center MLB Sector (R4) controller to advise that N8001V is diverting to Vero Beach and of the loss of radar and radio communications with the aircraft. The R4

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 08, 2009	REPORT NO. ZMA-ARTCC-0317
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

controller acknowledges.

1547 The R23 controller contacts the Miami Center VRB TERM Sector (R3) controller to advise that N8001V is diverting to Vero Beach and of the loss of radar and radio communications with the aircraft. The R3 controller acknowledges.

1548 The R23 controller contacts the F11 controller to inform of N8001V diverting to Vero Beach and of the loss of radar and radio communications with the aircraft. The F11 controller advises he sees the aircraft on radar but only as a primary target with no altitude report.

1550 The R23 controller attempts contact with N8001V. No response is received from N8001V.

1554 The R23 controller attempts contact with N8001V. No response is received from N8001V. The R23 controller again attempts contact with N8001V. No response is received from N8001V.

1610 The F11 controller contacts the R23 controller to verify the status of N8001V turning back to Vero Beach. The R23 controller states the aircraft diverted to Vero Beach and queries the F11 controller as to whether N8001V had contacted him at any time. The F11 controller states he has had no communication or contact with N8001V.

No More Follows

N8001V

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 24, 2009	REPORT NO. ZMA-ARTCC-0317
	NAME OF REPORTING FACILITY Central Florida TRACON (F11)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 25, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1545 N8001V was handed off from Miami (ZMA) ARTCC to Central Florida (F11) TRACON.

1548 ZMA ARTCC advised F11 TRACON that N8001V was diverting to Vero Beach (VRB) Airport and that radar and voice communications had been lost with the aircraft. ZMA ARTCC asked F11 TRACON if they saw the aircraft and F11 TRACON advised ZMA ARTCC that the aircraft appeared to be turning to the southeast, but there was no altitude available.

1617 Kissimmee ATCT contacted F11 TRACON and stated that the Kissimmee Police Department had received a call from the pilot of N8001V advising that he had gone down north of River Ranch (2RR) Airport.

1701 Osceola County Fire Department contacted F11 TRACON to advise that N8001V had been located.

No More Follows



Federal Aviation Administration

Memorandum

Date: June 04, 2009

To: Aircraft Accident File ZMA-ARTCC-0317

From: Miami Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N8001V
Kenansville, FL, May 25, 2009

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R46 R position for the time period from May 25, 2009, 1511 UTC, to May 25, 2009, 1538 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Miami ARTCC, ALUTO Sector Radar Position	R46
Beechcraft King Air, N8001V	N8001V

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N8001V.

Richard Lozito
Safety Support Specialist
Miami ARTCC

1511
(1512-1515)
1516
1516:12 R46 november eight zero zero one victor miami
1517

1517:42 N8001V miami good morning eight zero zero one victor level one six sixteen thousand

1517:46 R46 november eight zero zero one victor miami center good morning climb and maintain one seven seventeen thousand that's the final today the palm beach altimeter is two niner niner four

1517:54 N8001V climb one seven seventeen thousand two nine nine four eight zero zero one victor
1518

(1519-1521)

1522

1522:15 R46

november eight zero zero one victor area of precipitation one to two o'clock approximately ten miles about the next fifteen miles along your route of flight moderate and heavy only indicated ah i don't have any tops report but i had an aircraft that's north of it said that tops pretty much everything was below ah fourteen thousand feet there but not really sure about the rest of it

1522:35 N8001V

roger that we're looking at it yeah there's a part of it's above us ah but we're clear of most of it

1522:39 R46

zero one victor roger thank you very much sir if you need to deviate advise before you do it please

1522:43 N8001V

eight zero zero one victor

1523

1524

1524:17 R46

and november zero one victor if you aren't doing so sir you proceed direct ah to the bairn intersection and join the goofy five arrival

1524:24 N8001V

direct bairn goofy five for eight zero zero one victor

1525

(1526-1530)

1531

1531:01 R46

november zero one victor descend and maintain one five fifteen thousand the or vero beach altimeter is two niner niner five

1531:08 N8001V

descend one five fifteen thousand two nine nine five eight zero zero one victor

1532

1532:28 R46

november eight zero zero one victor thanks for the help today contact miami center one two six point niner five one two six niner five we'll see you

1532:36 N8001V

two six nine five eight zero zero one victor good day

1533

(1534-1537)

1538

End of Transcript



Federal Aviation Administration

Memorandum

Date: June 04, 2009
To: Aircraft Accident File ZMA-ARTCC-0317
From: Miami Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N8001V
Kenansville, FL, May 25, 2009

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R23 R position for the time period from May 25, 2009, 1527 UTC, to May 25, 2009, 1617 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Beechcraft King Air, N8001V	N8001V
Miami ARTCC ST00P Sector Radar Position	R23
Miami ARTCC MLBLO Sector Radar Position	R4
Miami ARTCC VRB TRM Sector Radar Position	R3
Central Florida TRACON	F11

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N8001V.


Richard Lozito
Safety Support Specialist
Miami ARTCC

1527
(1528-1531)
1532
1532:55 N8001V miami good morning eight zero zero one victor fifteen point five descending to one five fifteen thousand

1533:00 R23 king air eight zero zero one victor miami center orlando altimeter two niner niner six

1533:05 N8001V two nine nine six eight zero zero one victor
1534
(1535-1536)
1537
1537:15 R23 king air eight zero zero one victor cross bairn at one

zero thousand

1537:19 N8001V bairn at one zero ten thousand eight zero zero one victor
1538
(1539-1544)
1545
1545:37 N8001V miami center eight zero zero one victor we're going to have to divert divert to the nearest airport

1545:42 R23 eight zero zero one victor roger melbourne or vero beach your choice

1545:47 N8001V whichever ones closer we'll take vero i guess

1545:50 R23 eight zero zero one victor cleared to vero beach via right turn direct vero beach initial heading one two zero

1545:55 N8001V right turn direct vero ah heading one two zero eight zero zero one victor
1546

1546:06 R23 november eight zero zero one victor ah say reason

1546:25 R23 november eight zero zero one victor ah what's the reason for diverting vero beach

1546:38 R23 november eight zero zero one victor miami

1546:54 R4 r four

1546:55 R23 r twenty twenty three eight zero zero one victor diverting vero beach nordo i don't have the reason i lost him on the radar
1547

1547:01 R4 and he's what

1547:03 R23 i lost him on the radar

1547:04 R4 okay

1547:05 R23 alright so ah protect a bunch of airspace as you can

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N8001V

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1547:07 R4 j b i only got six underneath him

1547:10 R23 alright

1547:11 R4 j b

1547:15 R3 r three

1547:16 R23 this is twenty twenty three november eight zero zero one victor over bairn

1547:19 R3 uh huh

1547:20 R23 he had to divert to vero beach i cleared him right turn i've lost him on radio and radar

1547:23 R3 i i

1547:24 R23 f b

1547:31 R23 november eight zero zero one victor miami
1548

1548:08 R23 orlando bairn arrivals bairn stoop information

1548:12 F11 bairn arrivals

1548:13 R23 november eight zero zero one victor diverting vero beach i lost him on the radar do you see him out there

1548:18 F11 i see him three southeast of that five about five southeast of that five thousand foot kissimmee lander

1548:22 R23 alright is he did he turn around and head start southeast bound

1548:25 F11 did he

1548:26 R23 i don't know i'm asking you you said you could see him

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N8001V

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1548:28 F11 yeah yeah he's southeast bound alright he's on like a
one twenty heading direct

1548:31 R23 okay he's diverted vero beach i lost him on ah radio

1548:34 F11 on radio and radar too

1548:36 R23 radars as well

1548:37 F11 okay

1548:38 R23 what altitude is he at

1548:39 F11 ah i don't have a altitude i see his primary target only

1548:42 R23 okay thank you

1548:43 F11 alright

1548:44 R23 f b

1548:45 F11 c u

1549
1550

1550:35 R23 november eight zero zero one victor miami

1551
(1552-1553)

1554

1554:36 R23 november eight zero zero one victor miami

1554:42 R23 king air eight zero zero one victor miami

1555
(1556-1609)

1610

1610:52 F11 bairn stoop orlando eight ten line

1610:58 R23 bairn stoop

1610:59 F11 yeah were you the one looking for november eight zero
zero one victor

1611

1611:01 R23 affirmative

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N8001V

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...

1611:02 F11 okay ah my arrival guy tells me that he took a hand off from you all and before it was switched to him indicated to ah my guy that the zero one victor was going to turn back to vero beach

1611:13 R23 okay no i understand that i was working him we lost radar and radio contact we're just looking to see if he popped up anywhere

1611:19 F11 no we we didn't no we didn't talk to him or work him anywhere

1611:22 R23 okay okay thanks a lot

1611:23 F11 alright thank you b s
1612
(1613-1616)
1617

End of transcript