

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 02, 2022	REPORT NO. 22-003-ECP-FCT
	NAME OF REPORTING FACILITY Bay County FCT (ECP)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 06, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2054 N160LL initial contact with Panama City Tower (ECP) Ground Control (GC) requested flight following to Orlando Airport (ORL). GC asked N160LL for type of aircraft and altitude. N160LL responded PA28 and requested Visual Flight Rules (VFR) at 11,500 feet. GC instructed N160LL to stand by for squawk code and issued Tyndall Approach frequency 120.825. N160LL acknowledged.
- 2055 GC verified if N160LL was ready for taxi to which N160LL responded in the affirmative. GC instructed N160LL to taxi to Runway 16 via Juliett, Delta taxiways. N160LL read back to GC Runway 16 via Delta.
- 2057 GC instructed N160LL to make left Foxtrot, Echo One, Delta. N160LL acknowledged, GC then requested verification of intersection Runway 16 at Tango. GC confirmed N160LL Runway 16 at Tango then issued squawk code and flight following frequency. N160LL acknowledged GC with correct readback.
- 2100 GC instructed N160LL to increase taxi speed due to aircraft behind them. N160LL initially misunderstood the instructions and then acknowledged.
- 2103 N160LL asked GC for authorization to fly over Military Operations Area (MOA) enroute to destination. GC responded to N160LL to make their request with Tyndall Approach, and to contact tower when ready for departure. N160LL acknowledged.
- 2104 N160LL notified ECP Local Control (LC) Runway 16 at Tango, ready for departure. LC issued N160LL take off clearance. N160LL acknowledged and read back clearance.
- 2106 LC informed Tyndall Approach, as a courtesy, that N160LL was difficult to communicate with.
- 2107 LC instructed N160LL to switch to Tyndall Departure. N160LL acknowledged.
- 2109 Tyndall Approach contacted LC advising that N160LL was returning to Panama City Airport and had stated Mayday, declaring emergency. LC asked Tyndall Approach for additional information. Tyndall Approach responded that N160LL had some sort of fire. LC acknowledged and approved for Tyndall Approach to issue a landing clearance to N160LL to Panama City Airport, Runway 34.

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2110 LC informed Tyndall Approach that N160LL did make it to the airport and landed somewhere in the trees. Rescue 3 contacted GC in response to Alert 3. GC informed Rescue 3 that the Cherokee landed in trees and N160LL had reported fire in the aircraft. Rescue 3 acknowledged.

2111 LC asked Tyndall Approach for additional information regarding N160LL. Tyndall Approach responded in the negative stating that it was difficult to understand N160LL. Tyndall Approach stated to LC N160LL was no longer on their radar and that a possible position for N160LL was approximately .08 miles from the approach end of Runway 34. GC acknowledged and advised Rescue 3 that N160LL had landed approximately 1/2 mile inside the tree line. Rescue 3 Acknowledged.

2112 GC notified Rescue 3 that Tyndall Approach lost N160LL on radar at .08 miles short of Runway 34. Rescue 3 acknowledged.

2113 GC asked Rescue 3 to resume normal operations. Rescue 3 responded to GC that after Runway Foreign Object Debris (FOD) check. GC acknowledged.

2115 GC approved a runway check requested by Rescue 5. GC notified Tyndall Approach that ECP operations were suspended pending FOD check. Fire One asked LC if tower had communications with N160LL. GC responded to Fire One in the negative and stated that N160LL had gone down somewhere behind the tree line.

2117 Rescue 5 notified GC that normal operations could resume. GC notified Tyndall Approach that ECP was resuming normal operations. Tyndall Approach acknowledged.

2121 Tyndall Approach inquired if local law enforcement had been notified. GC responded that Fire Rescue was looking for N160LL.

2123 Fire One asked GC if any departing aircraft could provide visual on N160LL. GC provided Fire One possible location. LC requested JIA5464 to attempt to see N160LL after departure. JIA5464 acknowledged and LC then cleared JIA5464 for takeoff. LC requested N3BR attempt to locate N160LL after low approach. N3BR acknowledged and responded in the affirmative. GC advised Rescue 3 that N3BR was going to attempt to locate N160LL.

2126 LC asked JIA5464 if they had seen any wreckage to which JIA5464 responded in the negative, however they had seen something white near a road. LC acknowledged.

2127 LC provided N3BR a possible N160LL crash location. N3BR acknowledged.

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2128 N3BR notified LC that they had located the N160LL wreckage and would remain orbiting to assist Rescue 3 find N160LL. GC notified Rescue 3 that N3BR was circling over the N160LL crash site. Rescue 3 acknowledged.

2129 N3BR informed LC that they would let LC know when they were directly over the N160LL wreckage.

2130 GC advised Rescue 3 that N3BR would advise when they were directly over the N160LL wreckage. Rescue 3 acknowledged and stated they could see N3BR. N3BR stated they were directly over the crash site. Rescue 3 stated it appeared N3BR was on the south side of Highway 388.

2131 N3BR forwarded location to Rescue 3 in relation to the N160LL crash site. Bay County Air One (Air One) contacted LC requesting entry into Class Delta. LC advised N3BR was orbiting over the N160LL crash site. Air One advised they had N3BR in sight.

2133 GC advised Rescue 3 that Air One was inbound to the N160LL crash site to assist. LC advised N3BR that Air One was inbound to site. N3BR advised when they were over the site to assist. Air One acknowledged.

2135 GC asked Rescue 3 if they located the crash site yet. Rescue 3 responding that they were nearing the woods. GC advised Rescue 3 they would notify Air One when Air One was over the site.

2136 Rescue 3 notified GC they had Air One in sight. Air One advised they had the N160LL crash location in sight and would orbit over it to assist in Rescue 3 locating the N160LL crash site.

2137 LC requested Air One contact Rescue 3 on the GC frequency to assist in Rescue 3 locating the N160LL crash site.

2138 Air One advised LC that Rescue 3 should be on site within a minute or two.

2140 Air One notified LC that rescue personnel were at the N160LL crash site. LC acknowledged.

No More Follows