



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

REPORT DATE

December 08, 2020

REPORT NO.

20-004-ZSE

NAME OF REPORTING FACILITY

Portland TRACON (P80)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
November 16, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1323 N18666 contacts Portland P80 TRACON HOOD Sector (HOOD) indicating he is climbing IFR to 7000 feet.

1324 N18666 contacts HOOD to cancel IFR and that he will bypass Troutdale (TTD). N18666 declined VFR flight following.

1325 HOOD provides additional observed weather before terminating service.

1335 HOOD issues detailed weather along the pilot's route and offers an IFR clearance. The pilot asks for flight following to Baker City Municipal Airport (BKE). HOOD advises radar contact.

1339 HOOD confirms N18666's route and advises pilot of a large band of light to heavy precipitation north of TTD and that it is clear to the south of Mt. Hood. N18666 decides to fly south of Mt. Hood and declines an IFR clearance.

1340 HOOD solicits a PIREP from CFS8669, a C208 climbing off PDX for icing and turbulence. CFS8669 responds negative, so far.

1341 HOOD issues PDX altimeter 30.05 on frequency.

1350 N18666 shows climbing through 6600 feet and is transferred to Seattle ARTCC Sector 06 (ZSE).

1402 ZSE06 calls HOOD to relay an emergency with N18666 stating pilot believes their pitot static system was iced up. ZSE asks for the minimum vectoring altitude in that area and will put N18666 on a 270 heading.

1403 N18666 Mode C and radar target is lost with the last observed altitude of 059. HOOD attempts to contact N18666 multiple times with no answer.

1413 ZSE06 contacts HOOD who says that P80 is going to notify the Clackamas County Sheriffs office.

No More Follows



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REPORT DATE

December 10, 2020

REPORT NO.

20-004-ZSE

NAME OF REPORTING FACILITY

Seattle ARTCC (ZSE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
November 16, 2020

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1307 Seattle ARTCC Sector R06 (R06) issued N18666 IFR clearance Salem (KSLE) to Troutdale (KTTD) through Flight Service.

1316 N18666 checked on R06 through 700 feet climbing to 6000 feet.

1317 R06 radar identified N18666 and issued the SLE altimeter.

1318 R06 issued N18666 climb to 7000 feet. N18666 read back 7000 feet and advised it would be a slow climb.

1319 R06 issued N18666 heading 360.

1320 R06 cleared N18666, leaving 3000 feet direct KTTD.

1322 R06 issued frequency change to Portland TRACON (P80) HOOD Sector (HOOD) 118.1.

1350 N18666 checked on frequency 128.15 leaving 6600 feet climbing to 7000 feet. R06 asked N18666 to verify VFR (asked twice). N18666 replied VFR currently and Portland approach had advised they could request IFR clearance to Baker City Municipal Airport (KBKE) if they encountered anything. R06 stated maintain VFR and issued the Roberts Field, Redmond (KRDM) altimeter 3005.

1400 N18666 requested IFR clearance to KSLE.

1401 R06 asked N18666 IFR to where and N18666 replied can we get IFR to KBKE (said KBKE twice). R06 asked N18666 to verify equipment suffix. N18666 replied they had VOR, GPS, ADSB. R06 asked N18666 if they had filed a flight plan. N18666 said they had filed IFR previously. R06 asked if he could maintain his own terrain and obstruction clearance through 090? Pilot responded emergency N18666.

1402 R06 asked what's the problem and to say intentions. N18666 said I think we lost our pitot, icing. R06 assigned heading 280 and asked N18666 if they were able to climb. N18666 responded roger, I think we are climbing, I don't know.

1403 R06 called HOOD and advised N18666 has an emergency, icing. R06 told HOOD the aircraft was on a 270 heading and asked what the minimum vectoring altitude was. HOOD responded 6500. N18666 called and asked what's our altitude now? R06 makes multiple attempts to reach N18666.



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Seattle ARTCC (ZSE)

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R06 asked SKW3595 to attempt to reach N18666. R06 asked SKW3595 if they could hear N18666. SKW3595 replied the last thing they heard was N18666 ask what altitude they were at.

1404 R06 called HOOD and asked if they still see N18666 on radar. HOOD replied no. R06 asked SKW3595 to monitor for an ELT.

1405 R06 asked SKW3595 if there was an ELT and when negative, asked SKW3595 to transmit again to N18666.

1406 SKW3595 broadcasts to N18666 to see if they could hear.

1407 R06 attempts to reach N18666. SKW3595 transmits again to N18666.

1409 R06 attempts to call N18666 multiple times.

1413 R06 called P80 to ask if they had anything. P80 said no and that they had called the county sheriff with the lat/longs of the last known position.

1414 R06 attempted to reach N18666 and asked several aircraft to monitor for ELT.

No More Follows