N90-M-2023/03/05-0002

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5. MOR report O Controlle O CIC O External	r provid	ing servi	ices O	Aircra	ft Own e (Des				Ŏ	Electror	Facility R nically Def Describe i	tected n sun	b	_	equipment outially contributed vent? U es N
Training in pro	ogress?	O Yes	O No		Unkno	wn	Near	est Airp	ort: <u>F</u>	RG	Possib - NMAC	le ?	O Ye	s N	o Alert #:
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Medical of Fuel qua	emerger				t equip			(select functior		Pilot	Disorienta (describe		_		n top IFR con
H1a. Aircraft															
Aircraft ID N8149R	Aircra	aft Type/			VFR) IFR) VFR	co	ncility mmu th A/0 N !	inicating C			mmunica OS/CIC	ting v	vith A/C		Frequency
Heading	Altitud	de	Phase	of Fli	ght				T	raffic Pa	ttern Loc	ation			Evasive Act
Only complete for H2. MOR type	e - in-fli	ight sec	urity cor					edical MC lect on O Hi	e):					0	No Unknown b threat
H2b. Nearest	major c	ity:			H2c.	Altitu	de:			A/C H	eading:	Rela	ative C	lock Pos	sition:
Only complete for	laser light	illuminatiou	ns												
H2e. Location							DEN	notifie	ł	H2d. F	Route info	rmati	on:		
distance);					(UTC	;): 				Depar	ted		Destina	tion	Diverted
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KFRG 05195	3Z 3301	6G25K1	10SM E	SKNUC	0 13/N	/IU2 A	3005	RMK	AO2 \$	SLP176	T013310	17 \$			

N90-M-2023/03/05-0002

	NMAC			
Was this a verified NMAC?				
O Yes No	NMAC Number:			
Apt/NAVAID:	Direction:		Distance:	
Pilot of N8149R				
Pilot Name:		Pho	ne Number:	Certificate Number:
Address:		'		
Pilot of				
Pilot Name:		Pho	ne Number:	Certificate Number:
Address:				
NMAC Description:				
NIVIAC Description:				
	Cumpos and			
11 Summary - provide a brief a	Summary ummary for all MORs in this section that will pro-	rovido	enough informatio	on for OA to understand
SMOKE IN THYE COCKPI MAYDAY, MAYDAY. COM HEADQUARTEDS (631-85 THE SCENE, 5TH ST & W PERSON STILL IN THE AI OMIC RECEIVED A FOLLO	E FROM FRGT OS: N8149R, PA28 WORKING T AND WANTING TO LAND. WHILE ON FINMS WITH A/C WERE LOST AT THAT POINT 2-6410) TO ADVISE OF POTENTIAL CRASH ELLWOOD AVE IN NORTH LINDENHURST. RCRAFT. N90 OMIC ADVISED THE JSEN ADWUP CALL FROM SCPD THAT THERE IS COMED THEY WERE IN THE AIRCRAFT OR ON TOSTAN. QA Summary	AL FOF . N90 · . PD AI TWO I T 2018. DNE DO	R RWY 32 PILOT OMIC CALLED SI DVISED THAT TH NJURIES AND PO Z AND ZNY OMIC DA IN THE AIRCE	CALLED MAYDAY, UFFOLK COUNTY PD HEY WERE ALREADY AT OSSIBLY AN ADDITIONAL C SHORTLY AFTER. N90 RAFT AND TWO INJURIES
	,			
Validated on linked: FRG-N Appropriate action taken by				
Appropriate action taken by	ATC.			

FRG-M-2023/03/05-0002

S. MOR reported by (select one): O Controller providing services O FLM O CIC O External Facility Referral O Hotline (Describe in summary) O Other (Describe in summary) O Yes No Alert #: Find	S. MOR reported by (select one): O Controller providing services O CIC O External Facility Referral O Hotline (Describe in summary) O Other (Describe in summary) O Hotline (Describe in summary) O Hotline (Describe in summary) O Other (Describe in summary) Training in progress? O Yes No Unknown Nearest Airport: FRG Possible NMAC? H1. MOR type - in-flight emergency conditions involving (select one): O Hedical emergency O Inflight equipment malfunction O Pilot Disorientation O VFR in/on top IFR core inflight equipment malfunction O Hill Aircraft ID Aircraft Type/Suffix N8149R PA-28 O IFR VFR O IFR O VFR FRG H1. MOR type - in-flight emergency O Inflight equipment malfunction O IFR core inflight equipment malfunction O IFR (describe in summary) H1. MOR type - in-flight security conditions involving (select one): O IFR (Describe in summary) H1. MOR type - in-flight security conditions involving (select one): O IFR (Describe in summary) H1. MOR type - in-flight security conditions involving (select one): O IFR (Describe in summary) H1. More (describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment O IFR (Describe in summary) Frequency None inflight equipment None inflight equipment None inflight equipment	F R	G	2. Date U		3	2	0	2 3		1	ne UTC 9	5 7	٦",		_	es O No
Controller providing services O FLM O Internal Facility Review O Electronically Detected O External Facility Referral O Hotline (Describe in summary) O Other (Describe in Summary) O Othe	Ochtroller providing services OCIC OExternal Facility Referral OExternal Facility Refe						_	•	3		•						
Training in progress?	Training in progress?	O Controller	r providii	ng servic	es O	Aircra				ary)	Ō٤	Electronic	ally Dete	cted		_	O •
H1. MOR type - in-flight emergency conditions involving (select one): O Medical emergency Inflight equipment malfunction O Fuel quantity O Bird strike O Other (describe in summary) H1a. Aircraft information: Aircraft ID Aircraft Type/Suffix N8149R PA-28 O IFR	H1. MOR type - in-flight emergency conditions involving (select one): Medical emergency Inflight equipment malfunction Of Fuel quantity Of Bird strike Of Other (describe in summary) H1a. Aircraft Information: Aircraft ID Aircraft Type/Suffix N8149R PA-28 IFR/VFR Of FRG Of Position communicating with A/C INNER ITAFFIC Pattern Location Evasive Act H1b. Malfunctioning equipment component: SMOKE IN COCKPIT Only complete for mechanical MORs H1c. Passenger or crew condition: Only complete for medical MORs H1c. Altitude: A/C Heading: A/C Heading: A/C Heading: Relative Clock Position: Only complete for inser light illuminations H2c. Altitude: A/C Heading: A/C Heading: Relative Clock Position: Departed FRG FRG METAR Observation	Training in pro	gress?	O Yes	● No	0	Jnkno	wn Ne	earest A	irpo	rt: <u>F</u>			C) Yes	s No	o Alert #:
Medical emergency Fuel quantity Disorientation Fuel quantity Disorientation Other (describe in summary) H1a. Aircraft Information: Aircraft ID N8149R PA-28 DiFR FRG Facility Communicating with A/C FRG Position communicating with A/C INNER INNER Position communicating with A/C INNER Prequency INNER H1b. Malfunctioning equipment component: SMOKE IN COCKPIT Divided assistance at the position communicating with A/C INNER H1b. Medical assistance at the position communicating with A/C INNER H1b. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical assistance at the position communicating with A/C INNER H1d. Medical expenses the position communication communicati	Medical emergency Fuel quantity Disorientation Fuel quantity Disorientation Fuel quantity Disorientation Other (describe in summary) H1a. Aircraft Information: Aircraft ID Aircraft Type/Suffix N8149R PA-28 Disorientation Other (describe in summary) Frequency Frequency Frequency Frequency Frequency With A/C FRG Disorientation Other (describe in summary) Position communicating with A/C INNER Position communicating with A/C INNER 118. Heading Altitude Phase of Flight Traffic Pattern Location Evasive Act H1b. Malfunctioning equipment component: SMOKE IN COCKPIT Only complete for mechanical MORs Only complete for medical MORs H2c. Altitude: A/C Heading: Relative Clock Position: Only complete for laser light illuminations H2c. Location (lat/long or fix/radial distance); Departed FRG FRG METAR Observation								Emer	gen	су М	ORs					'
Aircraft ID N8149R PA-28 PA-	Aircraft ID N8149R PA-28 PA-28 PA-28 PA-28 Altitude Phase of Flight H1b. Malfunctioning equipment component: SMOKE IN COCKPIT Only complete for mechanical MORs H2. MOR type - in-flight security conditions involving (select one): OLaser light illumination H2c. Altitude: A/C Heading: A/C Heading: A/C Heading: A/C Heading: Relative Clock Position: Only complete for laser light illuminations H2c. Location (lat/long or fix/radial distance); METAR Observation	Medical e	mergen			Infligh	t equip				O				_		n top IFR con
N8149R PA-28	N8149R PA-28					T		1									1_
Heading Altitude Phase of Flight Traffic Pattern Location Evasive Act H1b. Malfunctioning equipment component: SMOKE IN COCKPIT Only complete for mechanical MORs H1c. Passenger or crew condition: H1d. Medical assistance at Only complete for medical MORs Unknown Only complete for mechanical MORs H2. MOR type - in-flight security conditions involving (select one): □ Laser light illumination □ Hijack □ Bomb threat H2c. Altitude: A/C Heading: Relative Clock Position: Only complete for laser light illuminations H2e. Location (lat/long or fix/radial distance); □ Departed □ FRG □ Diverted □	Heading Altitude Phase of Flight Traffic Pattern Location Evasive Act H1b. Malfunctioning equipment component: SMOKE IN COCKPIT Only complete for mechanical MORs H1c. Passenger or crew condition: H1d. Medical assistance at Only complete for medical MORs Unknown Only complete for mechanical MORs H2. MOR type - in-flight security conditions involving (select one): □ Laser light illumination □ Laser light illumination H2c. Altitude: A/C Heading: Relative Clock Position: Only complete for laser light illuminations H2e. Location (lat/long or fix/radial distance); □ Departed □ Destination □ Diverted □ FRG □ Diverted □ Destination □ Diverted □ FRG □ Diverted □ Destination □ Diverted □ FRG □ Diverted □ FRG □ Diverted □ FRG □ Diverted □ FRG □ Diverted □ Destination □ Diverted □ FRG □ Diverted □ Destination □ Destina	Aircraft ID	Aircraf	ft Type/S	uffix	IFR/	VFR	comi	nunicat	ing			nunicati	ng witl	h A/C		Frequency
H1b. Malfunctioning equipment component: SMOKE IN COCKPIT Only complete for mechanical MORs H2b. MoR type - in-flight security conditions involving (select one): Caser light illumination Date and the process of	H1b. Malfunctioning equipment component: SMOKE IN COCKPIT Only complete for mechanical MORs H2b. Mor type - in-flight security conditions involving (select one): Caser light illumination Date in flight illuminations H2c. Altitude: A/C Heading: A/C Heading: Relative Clock Position: Only complete for laser light illuminations H2c. Location (lat/long or fix/radial distance); Departed FRG Diverted FRG Diverted FRG Diverted FRG Destination Diverted FRG Diverted FRG Destination Diverted	N8149R		PA-28		0											118.8
Component: SMOKE IN COCKPIT Only complete for medical MORs Only complete for medical MORs H2. MOR type - in-flight security conditions involving (select one): O Laser light illumination H2b. Nearest major city: Only complete for laser light illuminations H2c. Altitude: A/C Heading: Relative Clock Position: Oly complete for laser light illuminations H2f. Time DEN notified (UTC): Departed FRG Destination Diverted FRG Diverted	Component: SMOKE IN COCKPIT Only complete for medical MORs Only complete for medical MORs H2. MOR type - in-flight security conditions involving (select one): O Laser light illumination H2b. Nearest major city: Only complete for laser light illuminations H2c. Altitude: A/C Heading: Relative Clock Position: Oly complete for laser light illuminations H2f. Time DEN notified (UTC): Departed FRG Destination Diverted FRG Diverted	Heading	Altitud	le	Phase	of Flig	ght				Tra	affic Patte	rn Loca	tion			Evasive Act
component: SMOKE IN COCKPIT Only complete for mechanical MORs Only complete for medical MORs	component: SMOKE IN COCKPIT Orly complete for mechanical MORs Only complete for medical MORs	H1b. Malfuncti	ioning e	quipment	<u> </u>		H1c.	Passen	ger or o	crew	cond	dition:			H1d. N	Medical	l assistance a
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H2e. Location (lat/long or fix/radial distance); H2f. Time DEN notified (UTC): Departed Destination Diverted FRG FRG METAR Observation	H2e. Location (lat/long or fix/radial distance); H2f. Time DEN notified (UTC): Departed Destination Diverted FRG FRG METAR Observation				iiiiiiaiio	·11	H2c.	Altitude		i iija	J.K.	A/C Hea	ding:	Relati	ve Clo		
H2e. Location (lat/long or fix/radial distance); H2f. Time DEN notified (UTC): Departed Destination Diverted FRG FRG METAR Observation	H2e. Location (lat/long or fix/radial distance); H2f. Time DEN notified (UTC): Departed Destination Diverted FRG FRG METAR Observation	Only complete for I	asar liaht il	lluminations													
distance); Control of the control	distance); (UTC): Departed FRG FRG Diverted METAR Observation								EN notif	ied		H2d. Ro	ıte infori	matior	n:		
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KFRG 051953Z 33016G25KT 10SM BKN060 13/M02 A3005 RMK AO2 SLP176 T01331017 \$	KFRG 051953Z 33016G25KT 10SM BKN060 13/M02 A3005 RMK AO2 SLP176 T01331017 \$								METAI	R Ob	serv	vation					
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FRG-M-2023/03/05-0002

NMAC Number:			
Direction:		Distance:	
		1	
	Pho	one Number:	Certificate Number:
	Pho	one Number:	Certificate Number:
Summary			
ID PRODUCED BLACK SMOKE. 3 SOB CUF . @ APPROX 2034Z, FUEL UNKOWN. ALER	RRENTL	Y 1 DOA 2 INJUR	ED AIRLIFTED TO
QA Summar	у		
ications with FRG ATC at 1937z, 8.5 miles so ed N8149R a right 360 for spacing into FRG, r instructions for sequencing and spacing. N81 d for additional traffic. Base turn was assigned	ead bac 149R ent d by ATC ng clear	k and complied. O ered left traffic RV S at approximate ance RWY32, PIC	n a 1.25-mile final ATCS LC VY32 as assigned. ATCS y an 8.8-mile final. On a advised ATCS radio would
	Summary summary for all MORs in this section that will ation about items that require additional inform OKE IN COCKPIT 3 MILE FINAL FOR RY32, EN OFF FINAL FOR THE EMERGENCY. N8* N. TOWER OBSERVED AIRCRAFT HAD VIS ND PRODUCED BLACK SMOKE. 3 SOB CUFL @ APPROX 2034Z, FUEL UNKOWN. ALER IN NOTIFIED 2003Z, DEN NOTIFIED 2008Z. QA Summar on details and facility summary. ications with FRG ATC at 1937z, 8.5 miles so and N8149R a right 360 for spacing into FRG, red instructions for sequencing and spacing. N8*1 d for additional traffic. Base turn was assigned.	Summary summary for all MORs in this section that will provide ation about items that require additional information in OKE IN COCKPIT 3 MILE FINAL FOR RY32, TOWER EN OFF FINAL FOR THE EMERGENCY. N8149R REN. TOWER OBSERVED AIRCRAFT HAD VISUAL SIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. @ APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSIND PRODUCED BLACK SMOKE. 3 SOB CURRENTL. OR APPROX 2034Z,	Phone Number: Summary Summary Summary for all MORs in this section that will provide enough informatic ation about items that require additional information in the specific MOR OKE IN COCKPIT 3 MILE FINAL FOR RY32, TOWER CLEARED N8149 EN OFF FINAL FOR THE EMERGENCY. N8149R REPORTED MAYDA N. TOWER OBSERVED AIRCRAFT HAD VISUAL SMOKE FROM THE ND PRODUCED BLACK SMOKE. 3 SOB CURRENTLY 1 DOA 2 INJUR WE APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSUED AT 1957Z OF SHOTIFIED 2003Z, DEN NOTIFIED 2008Z. QA Summary