

# Air Traffic Mandatory Occurrence Report

N90-M-2023/03/05-0002

<b>1. Reporting FAC ID</b>			<b>2. Date UTC (dd/mm/yyyy)</b>							<b>3. Time UTC</b>				<b>4. Significant Occurrence?</b>	
N	9	0	0	5	0	3	2	0	2	3	1	9	5	9	<input checked="" type="radio"/> Yes <input type="radio"/> No
<b>5. MOR reported by (select one):</b>													<b>6. Did equipment outage potentially contribute to this event?</b>		
<input type="radio"/> Controller providing services			<input type="radio"/> FLM			<input type="radio"/> Internal Facility Review			<input type="radio"/> Electronically Detected			<input type="radio"/> Unknown			
<input type="radio"/> CIC			<input type="radio"/> Aircraft Owner/Operator			<input type="radio"/> Other (Describe in summary)			<input type="radio"/> Yes			<input checked="" type="radio"/> No			
<input type="radio"/> External Facility Referral			<input type="radio"/> Hotline (Describe in summary)			<input type="radio"/> Other (Describe in summary)									
Training in progress? <input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown										Nearest Airport: <u>FRG</u>		Possible NMAC? <input type="radio"/> Yes <input checked="" type="radio"/> No		Alert #: _____	
<b>Emergency MORs</b>															
<b>H1. MOR type - in-flight emergency conditions involving (select one):</b>															
<input type="radio"/> Medical emergency				<input checked="" type="radio"/> Inflight equipment malfunction				<input type="radio"/> Pilot Disorientation				<input type="radio"/> VFR in/on top IFR conditions			
<input type="radio"/> Fuel quantity				<input type="radio"/> Bird strike				<input type="radio"/> Other (describe in summary)							
<b>H1a. Aircraft information:</b>															
Aircraft ID		Aircraft Type/Suffix		IFR/VFR		Facility communicating with A/C		Position communicating with A/C				Frequency			
N8149R		PA28		<input type="radio"/> IFR <input checked="" type="radio"/> VFR		N90		200 JFK OS/CIC							
Heading		Altitude		Phase of Flight				Traffic Pattern Location				Evasive Action			
H1b. Malfunctioning equipment component: <b>SMOKE IN COCKPIT</b>				H1c. Passenger or crew condition:				H1d. Medical assistance aboard:							
								<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown							
<small>Only complete for mechanical MORs</small>				<small>Only complete for medical MORs</small>											
<b>H2. MOR type - in-flight security conditions involving (select one):</b>															
<input type="radio"/> Laser light illumination				<input type="radio"/> Hijack				<input type="radio"/> Bomb threat							
H2b. Nearest major city:				H2c. Altitude:				A/C Heading:		Relative Clock Position:					
<small>Only complete for laser light illuminations</small>															
H2e. Location (lat/long or fix/radial distance);				H2f. Time DEN notified (UTC):				H2d. Route information:		Departed		Destination		Diverted to	
								UNKN		KFRG		KFRG			
<b>METAR Observation</b>															
KFRG 051953Z 33016G25KT 10SM BKN060 13/M02 A3005 RMK AO2 SLP176 T01331017 \$															

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NMAC			
Was this a verified NMAC?			
<input type="radio"/> Yes	<input checked="" type="radio"/> No	NMAC Number: _____	
Apt/NAVAID:	Direction:	Distance:	
Pilot of N8149R			
Pilot Name:	Phone Number:	Certificate Number:	
Address:			
Pilot of			
Pilot Name:	Phone Number:	Certificate Number:	
Address:			
NMAC Description:			
Summary			
<p>J1. Summary - provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.</p>			
<p>THIS INFORMATION CAME FROM FRGT OS: N8149R, PA28 WORKING FRGT AS AN INBOUND FLIGHT REPORTED SMOKE IN THYE COCKPIT AND WANTING TO LAND. WHILE ON FINAL FOR RWY 32 PILOT CALLED MAYDAY, MAYDAY, MAYDAY. COMMS WITH A/C WERE LOST AT THAT POINT. N90 OMIC CALLED SUFFOLK COUNTY PD HEADQUARTEDS (631-852-6410) TO ADVISE OF POTENTIAL CRASH. PD ADVISED THAT THEY WERE ALREADY AT THE SCENE, 5TH ST &amp; WELLWOOD AVE IN NORTH LINDENHURST. TWO INJURIES AND POSSIBLY AN ADDITIONAL PERSON STILL IN THE AIRCRAFT. N90 OMIC ADVISED THE JSEN AT 2018Z AND ZNY OMIC SHORTLY AFTER. N90 OMIC RECEIVED A FOLLOWUP CALL FROM SCPD THAT THERE IS ONE DOA IN THE AIRCRAFT AND TWO INJURIES THAT ARE NOT CERTAIN IF THEY WERE IN THE AIRCRAFT OR ON THE GROUND. FRGT ADVISED THAT THEY ARE STILL OPERATIONS THUS FAR.</p>			
QA Summary			
<p>Validated on linked: FRG-M-2023/03/05-0002 Appropriate action taken by ATC.</p>			

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Aircraft ID		Aircraft Type/Suffix		IFR/VFR		Facility communicating with A/C		Position communicating with A/C				Frequency					
N8149R		PA-28		<input type="radio"/> IFR <input checked="" type="radio"/> VFR		FRG		INNER				118.8					
Heading		Altitude		Phase of Flight				Traffic Pattern Location				Evasive Action					
<b>H1b. Malfunctioning equipment component:</b>				<b>H1c. Passenger or crew condition:</b>				<b>H1d. Medical assistance aboard:</b>									
SMOKE IN COCKPIT								<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown									
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								Departed		Destination		Diverted to					
								FRG		FRG							
<b>METAR Observation</b>																	
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Pilot of N8149R			
Pilot Name:	Phone Number:	Certificate Number:	
Address:			
Pilot of			
Pilot Name:	Phone Number:	Certificate Number:	
Address:			
NMAC Description:			
Summary			
<p>J1. Summary - provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.</p> <p>N8149R REPORTED SMOKE IN COCKPIT 3 MILE FINAL FOR RY32, TOWER CLEARED N8149R TO LAND. TWO AIRCRAFT WERE BROKEN OFF FINAL FOR THE EMERGENCY. N8149R REPORTED MAYDAY MAYDAY THEN LOST RADIO COMMUNICATION. TOWER OBSERVED AIRCRAFT HAD VISUAL SMOKE FROM THE AIRCRAFT. 1 MILE FINAL AIRCRAFT CRASHED AND PRODUCED BLACK SMOKE. 3 SOB CURRENTLY 1 DOA 2 INJURED AIRLIFTED TO STONYBROOK MEDICAL @ APPROX 2034Z, FUEL UNKOWN. ALERT 3 ISSUED AT 1957Z OPS CRASH PHONE. 911 NOTIFIED 1957Z, JATOC NOTIFIED 2003Z, DEN NOTIFIED 2008Z.</p>			
QA Summary			
<p>Reviewed falcon, separation details and facility summary.</p> <p>N8149R initiated communications with FRG ATC at 1937z, 8.5 miles southeast of FRG. ATCS LC issued straight in RWY32, read back. ATCS LC issued N8149R a right 360 for spacing into FRG, read back and complied. On a 1.25-mile final ATCS LC issued N8149R go around instructions for sequencing and spacing. N8149R entered left traffic RWY32 as assigned. ATCS issued extended downwind for additional traffic. Base turn was assigned by ATCS at approximately an 8.8-mile final. On a 5.5-mile final N8149R reported smoke in cockpit, ATCS LC issued landing clearance RWY32, PIC advised ATCS radio would be turned off. On a 2.5-mile final, at 1956z, N8149R reported MAYDAY, no other communications with ATC.</p> <p>Appropriate action taken by ATC.</p>			