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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE May 30, 2019 | REPORT NO 19-003-ZTL |
| | NAME OF REPORTING FACILITY St. Louis Lambert TRACON (T75) | |
| 14 CHRONOLOGICAL SUMMARY OF FLIGHT May 24, 2019 <p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> <p>1835 N832R departs St. Louis Regional Airport (ALN) and calls Low West (LW) climbing through 1500 feet. LW RADAR identifies N832R, climbs the aircraft to 5000 feet and assigns a heading of 090 degrees for traffic. N832R reads back climbing to 5000 feet.</p> <p>1836 LW amends N832R's altitude to 4000 feet. N832R acknowledges the clearance.</p> <p>1837 LW climbs N832R to 5000 feet. N832R acknowledges the clearance.</p> <p>1838 LW instructs N832R to turn right heading 130 degrees and to contact approach on 128.1. N832R contacts Departure South (DS) climbing to 5000 and heading 130 degrees. DS instructs N832R to proceed direct to Pless and to climb to 15,000 feet. N832R acknowledges the clearance. DS makes a point out on N832R climbing to 15,000 feet and direct to Pless to Kansas City Center, Sector 58. Sector 58 approves the point out.</p> <p>1839 DS instructs N832R to contact Kansas City Center on 127.7. N832R acknowledges the instruction.</p> <hr/> <p style="text-align: center;">No More Follows</p> | | |

FAA Form 8020-6-1

19-003-ZTL

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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE May 31, 2019 | REPORT NO 19-003-ZTL |
| | NAME OF REPORTING FACILITY Kansas City ARTCC (ZKC) | |
| 14 CHRONOLOGICAL SUMMARY OF FLIGHT May 24, 2019 <p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> <p>1840 N832R reported on Kansas City Center Sector 14 (14R) out of 8,000 feet for 15,000 feet. R14 stated to say again. N832R reported out of 8,800 feet for 15,000 feet. R14 instructed N832R to climb and maintain FL200. N832R acknowledged.</p> <p>1841 R14 asked N832R if he was direct PLESS or on a heading. N832R replied he was direct PLESS. R14 asked N832R if he was direct PLESS or on a heading. N832R again stated he was direct PLESS. R14 acknowledged.</p> <p>1844 During a position relief briefing the outgoing controller informed the incoming controller that N832R was stopped at FL200 and proceeding direct PLESS.</p> <p>1846 R14 instructed N832R to climb and maintain FL270. N832R's response was unintelligible. R14 then instructed N832R to change to his frequency of 120.82. N832R acknowledged. N832R reported on 120.82 out of FL204 for FL270.</p> <p>1847 R14 instructed N832R to turn 20 degrees left for his climb. N832R acknowledged.</p> <p>1848 R14 asked N832R for his new heading. N835R replied heading 135. R14 acknowledged.</p> <p>1849 R14 instructed N832R to climb and maintain FL290. N832R acknowledged the climb.</p> <p>1850 R14 asked N832R how long before he could be at FL330. N832R replied four minutes. R14 instructed N832R to maintain FL290. N832R acknowledged the clearance to maintain FL290.</p> <p>1851 R14 instructed N832R to proceed direct to BALKE waypoint. N832R asked R14 to spell the waypoint. R14 spelled out the waypoint for N832R. N832R acknowledged.</p> <p>1853 R14 instructed N832R to contact Memphis Center (ZME) on 122.27. N832R acknowledged.</p> <hr/> <p style="text-align: center;">No More Follows</p> | | |

FAA Form 8020-6-1

19-003-ZTL

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

REPORT DATE

June 06, 2019

REPORT NO

19-003-ZTL

NAME OF REPORTING FACILITY

Memphis ARTCC (ZME)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

May 24, 2019

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1854 N832R checked on Memphis ARTCC TNGS High (R25) Radar control position 122.27 frequency level FL290. R25 acknowledged and climbed N832R to FL300. R25 made another transmission and climbed N832R to FL340. N832R acknowledged.
- 1856 R25 switched N832R to Memphis ARTCC Elvis Ultra-High (R33) Radar control position 127.97 frequency. N832R acknowledged. N832R checked on R33 climbing out of FL310 to FL340. R33 climbed N832R to FL410.
- 1900 R33 approved N832R request for FL390.
- 1905 R33 switched N832R to Memphis ARTCC Clarksville Ultra-High (R61) Radar control position 124.12 frequency. N832R acknowledged.
- 1916 R61 switched N832R to Atlanta ARTCC Gunnison Ultra-High (R02) Radar control position 126.82 frequency. N832R acknowledged.
- 1939 R61 broadcast in the blind for N832R NORDO, negative reply.


No More Follows

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19-003-ZTL

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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE July 16, 2019 | REPORT NO. 19-003-ZTL |
| | NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL) | |
| 14. CHRONOLOGICAL SUMMARY OF FLIGHT May 24, 2019 <p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> <p>1916 N832R checked on the ZTL Gunter Sector (R02) at FL390. R02 acknowledged.</p> <p>1929 R02 attempted to switch N832R to the ZTL Martin Lake Sector (R08) frequency.</p> <p>1930 R02 attempted to switch N832R to the ZTL Martin Lake Sector (R08) frequency two times. R02 called N832R again.</p> <p>1933 R02 attempted to switch N832R to the ZTL Martin Lake Sector (R08) frequency. R02 called R08 and checked to see if the aircraft had switched to the R08 frequency. R02 had the ZTL Gadsden Sector (R03) call N832R on guard.</p> <p>1936 R08 called N832R.</p> <p>1939 R08 called N832R and requested an ident.</p> <p>1943 R08 called N832R on guard.</p> <p>1948 R08 coordinated the NORDO with Jacksonville Center.</p> <p>2016 R08 called N832R.</p> <p>2058 R02 asked FDX768 to call N832R in the blind.</p> <p>2059 FDX768 told R02 there was no response from N832R. R02 acknowledged.</p> <p>2100 R08 called N832R. R02 called the Memphis Center (ZME) Tupelo Sector (M32) and asked them to call N832R. R02 called N832R. R02 called the ZME Clarksville Sector (M61) and asked them to call N832R.</p> <p>2103 ZME called R02 and stated no response from N832R. R02 acknowledged.</p> <p>2140 R02 called N832R.</p> <p>Block 12. ATO Personnel Involved, Continued. Shawn L. Walton (UN), ZTL ARTCC, A6SUP O Mel E. Carver (MT), ZJX ARTCC, R34 R Maurice D. Wilson (TF), ZJX ARTCC, R34 R Alea C. Wood (AO), ZJX ARTCC, R17 R Miriam N. Wetzel (NW), ZJX ARTCC, R16 R</p> | | |


FAA Form 8020-6-1

19-003-ZTL

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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE July 16, 2019 | REPORT NO 19-003-ZTL |
| | NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL) | |
| 14 CHRONOLOGICAL SUMMARY OF FLIGHT Gregory S. Dunne (GD), ZJX ARTCC, C-OS O Jassen L. Carter (JL), ZJX ARTCC, C-OS O Zachary D. Greer (ZD), ZMA ARTCC, R25 R Frank Mazzaresse (FR), ZMA ARTCC, R24 R Kali L. Pilgrim (KK), ZMA ARTCC, R65 R Ryan D. Oertel (OE), ZMA ARTCC, R01 R Tyler S. Bishop (TI), ZMA ARTCC, R26 R Brittany A. Stull (BR), ZMA ARTCC, R40 R Guillermo Dezayas (GD), ZMA ARTCC, R58 R Benjamin Cho (GC), ZMA ARTCC, R58 R Michael L. Miller (LM), ZMA ARTCC, WSIC OM Renar S Saldivar (QR), ZMA ARTCC, D26 RA John K Lennox (LJ), ZMA ARTCC, D26 RA Scott G Thomson (LB), ZMA ARTCC, D65 RA Matthew Clinkscale (MJ), ZMA ARTCC, D40 RA Abigail Ploschnitznig (PT), ZMA ARTCC, D40 RA Angel Herrera (AE), ZMA ARTCC, D58 RA Guillermo Dezayas (GD), ZMA ARTCC, D58 RA Guillermo J Gaitan (GI), ZMA ARTCC, D58 RA Hugo D Alfaro (HA), ZMA ARTCC, SA40 FM Kingsly S Vasquez (KV), ZMA ARTCC, SA42 FM | | |
| <hr/> No More Follows | | |


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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE June 05, 2019 | REPORT NO 19-003-ZTL |
| | NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX) | |
| 14 CHRONOLOGICAL SUMMARY OF FLIGHT May 24, 2019 <p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> <p>1948 The Atlanta ARTCC (ZTL) Martin Lake sector (T08) called the Jacksonville ARTCC (ZJX) Seminole sector (R34) and advised that ZTL had lost radio contact (NORDO) with N832R. R34 attempted to contact N832R but received no response.</p> <p>1953 R34 attempted to establish communications with N832R but received no response.</p> <p>1954 R34 broadcast on the emergency frequency 121.5 mhz (GUARD) for N832R to contact ZJX on frequency 128.07 mhz.</p> <p>1956 The Central Area Supervisor called the ZJX Watch Manager In Charge (WMIC) and advised that R34 had established radio communications with N832R.</p> <p>1957 R34 attempted to establish radio communications with N832R but received no response. The Central Area Supervisor called the WMIC and advised that he was mistaken, R34 did not establish communication with N832R. The ZJX WMIC called the ZTL WMIC and inquired about N832R and Domestic Events Network (DEN) coordination.</p> <p>1958 R34 broadcast for N832R to ident if they were able to receive the transmission.</p> <p>1959 R34 broadcast on GUARD for N832R to contact the ZJX Perry Sector (R17) on frequency 135.62 mhz. The WMIC called the Central Area Supervisor and advised they should have an aircraft try N832R on frequency 125.87 mhz. The R17 controller was being relieved and he mentioned N832R was NORDO during the position relief briefing.</p> <p>2001 R17 requested DAL2272 to attempt to contact N832R on frequency 125.87 mhz and have them contact ZJX on 135.62 mhz.</p> <p>2002 R17 attempted to establish communication with N832R on R17's frequency and GUARD but received no response.</p> <p>2003 DAL2272 advised R17 that they were unable to establish communication with N832R.</p> <p>2008 R17 requested N525MP to attempt to contact N832R on frequency 128.07 mhz and Guard frequency.</p> | | |

FAA Form 8020-6-1

19-003-ZTL

N832R


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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE | REPORT NO |
| | June 05, 2019 | 19-003-ZTL |
| NAME OF REPORTING FACILITY | | |
| Jacksonville ARTCC (ZJX) | | |
| 14 CHRONOLOGICAL SUMMARY OF FLIGHT | | |
| 2012 | N525MP advised R17 they were unable to establish communication with N832R. | |
| 2017 | The ZJX Mayo sector (R16) attempted to establish communication with N832R but received no response. | |
| 2020 | R16 attempted to establish communication with N832R but received no response. R16 called the Miami ARTCC (ZMA) Fort Myers sector and advised N832R was NORDO and the DEN had been notified. | |
| 2034 | The DEN called the ZJX WMIC and inquired if ZJX ever established communication with N832R. | |
| 2037 | The ZTL WMIC called the ZJX WMIC and inquired about N832R and what frequency did the aircraft need to be on in ZMA airspace. The ZJX WMIC called the ZMA WMIC and inquired what frequency N832R should be on. | |
| 2042 | The ZTL Area 5 Supervisor called the Central Area Supervisor and inquired if anyone was in contact with N832R. The ZJX Central Area Supervisor advised they would contact ZMA and inquire. The Central Area Supervisor called the ZMA Coastal Area Supervisor and inquired if anyone had established communication with N832R. The ZMA Supervisor advised they had not established communication. The supervisors also discussed the possibility that the pilot of N832R had a satellite phone on board the aircraft and that the Central Area Supervisor had tried to locate a satellite phone number. | |
| 2043 | The Central Area Supervisor called the ZTL Area 5 Supervisor and advised that N832R was still NORDO. | |
| No More Follows | | |

FAA Form 8020-6-1

19-003-ZTL

N832R


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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE | REPORT NO |
| | July 02, 2019 | 19-003-ZTL |
| NAME OF REPORTING FACILITY | | |
| Miami ARTCC (ZMA) | | |
| <small>14 CHRONOLOGICAL SUMMARY OF FLIGHT</small> May 24, 2019 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED | | |
| 2019 | Jacksonville Air Route Traffic Control Center (ZJX) called the Miami Air Route Traffic Control Center Watch Supervisor in Charge (ZMA WSIC) to advise that N832R was NORDO, coming down the west coast of Florida and several attempts had been made to establish communications without success. The ZMA WSIC acknowledged the information. | |
| 2020 | Jacksonville ARTCC MAYO/ZEPHYR sector contacted the Miami Air Route Traffic Control Center, Fort Myers High Radar Sector (R25) and advised N832R was NORDO. R25 acknowledged the transmission. | |
| 2029 | R25 called N832R with no response. R25 called N832R on Guard frequency 121.5 and N832R did not respond. | |
| 2035 | The DEN called the ZMA WSIC to advise them that N832R should call Atlanta Air Route Traffic Control Center (ZTL) to respond to the Brasher warning. The DEN asked what ZMA frequency N832R should be assigned. The ZMA WSIC advised 134.2. The DEN acknowledged. | |
| 2036 | Miami Center Fort Myers Low Radar Sector R24 requested DAL1704 relay to N832R on Guard 121.5. | |
| 2037 | DAL1704 called N832R on 121.5 and there was no response. R25 called N832R and there was no response. DAL1704 advised R24 there was no response by N832R. R24 acknowledged the information. | |
| 2038 | ZJX called ZMA WSIC to ask if N832R was in communications with ZMA. ZMA WSIC said negative. ZJX advised that N832R should call ZTL to respond to the Brasher warning. ZJX asked what ZMA frequency should N832R be assigned? ZMA WSIC advised 134.2 and acknowledged. | |
| 2040 | R25 called N832R. N832R did not reply. R25 called the Miami Center Bimini High Radar Associate Controller (D40) to point out N832R and share information. | |
| 2042 | Jacksonville ARTCC (ZJX) called Miami Center West Side Coastal Supervisor Desk (WSC) and requested an update on N832R. WSC advised ZJX that the aircraft was still NORDO and past the arrival fix. | |
| 2043 | WSC asked ZJX if they had tried to contact the airplane owner by phone. ZJX advised they had tried several ways to call the aircraft by phone and relays with no success. | |

FAA Form 8020-6-1

19-003-ZTL

N832R

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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE | REPORT NO |
| | July 02, 2019 | 19-003-ZTL |
| | NAME OF REPORTING FACILITY | |
| | Miami ARTCC (ZMA) | |
| 14 CHRONOLOGICAL SUMMARY OF FLIGHT | | |
| 2044 | The Miami Center BOYLE Radar Controller (R65) called N832R with no response. Miami Center Homestead Radar Controller (R26) called Miami Center PERMT Radar Controller (R1) and advised N832R was NORDO. R1 acknowledged the information. During a position relief briefing D26 advised the relieving control of the status of N832R. | |
| 2045 | R65 called N832R with no response. | |
| 2048 | D26 pointed out N832R to R1 and advised that N832R's intentions were unknown. | |
| 2049 | R1 called R40 to point out N832R. R40 approved the point out. D26 was advised by HUNTRESS that a runway alert had been initiated for Homestead Air Reserve Base. D26 acknowledged and stated they had a flight plan. | |
| 2050 | D65 called D40 to ask if they had been advised about N832R. D40 said affirmative. | |
| 2052 | R1 called N832R with no response. | |
| 2053 | R65 called N832R with no reply. Miami ATCT called ZMA WSIC to ask about the status of code 1776. ZMA WSIC advised code 1776 was N832R and that the aircraft had been NORDO since ZTL airspace. ZMA WSIC stated that it was anticipated that N832R would enter holding over KFXE at FL 390 and hold for 30 minutes and then begin its approach to KFXE. Miami ATCT acknowledged. | |
| 2054 | Bimini High Radar Associate Controller (D40) called R1 to pass information on N832R. R1 advised they had the information. Miami ATCT called ZMA WSIC to advise that KHST would be scrambling fighter jets to investigate N832R. ZMA WSIC asked if the fighters were being scrambled right now. Miami ATCT said affirmative. ZMA WSIC acknowledged. | |
| 2055 | Miami TRACON advised R26 that a scramble would be done momentarily for LUCKY21. HUNTRESS initiated the scramble line. D26 joined the call. HUNTRESS advised of an active air defense scramble and requested heading 040. D26 coordinated heading 040 with Miami TRACON. D26 gave a clearance for the scramble, heading 040 and climbing to FL 190. | |
| 2057 | Miami TRACON advised R26 that LUCKY21 would fly heading 040. | |
| 2058 | D26 called D40 to coordinate approval of altitude and heading for LUCKY21. | |
| 2059 | D40 approved the clearance for LUCKY21. | |

FAA Form 8020-6-1

19-003-ZTL

N832R

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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small> | REPORT DATE July 02, 2019 | REPORT NO 19-003-ZTL |
| | NAME OF REPORTING FACILITY Miami ARTCC (ZMA) | |
| 14 CHRONOLOGICAL SUMMARY OF FLIGHT | | |
| 2100 | LUCKY21 checked on the R26 frequency climbing from 2,000 feet to 16,000 feet on heading 040. R26 asked LUCKY21 to squawk ident. R26 assigned LUCKY21 beacon code 4731. | |
| 2101 | LUCKY21 acknowledged the new code. R26 cleared LUCKY21 to climb to FL 370. D26 pointed out LUCKY21 to D41. D41 approved the point out. R26 asked LUCKY21 if they were RVSM equipped. LUCKY21 said negative. R26 cleared LUCKY21 to contact R40 but gave them the wrong frequency. LUCKY21 acknowledged. R1 called R58 to advise that LN65LJ was turned 20 degrees right for N832R. R58 acknowledged and requested control of LN65LJ. R1 approved the request. | |
| 2103 | Tyndale Air Force Base (AFB) called the ZMA WSIC to ask if there would be a problem with the fighter jets entering Bahamian air space. ZMA WSIC advised that N832R was in ZMA airspace and that it would not be a problem. Tyndale AFB acknowledged. | |
| 2104 | R40 called out for LUCKY21. There was no response. D40 called D26 to request communications on LUCKY21. R26 called out for LUCKY21. There was no response. D26 advised that LUCKY21 was not on their frequency. | |
| 2105 | R40 called out for LUCKY21. There was no response. R40 called out for LUCKY21 on emergency frequency and advised them to contact Miami Center frequency 126.32. There was no response. D26 called HUNTRESS to ask if they were in communications with LUCKY21 and that the R40 controller did not have communications with LUCKY21. LUCKY21 called R26 and advised them they could not hear Miami Center on 257.2, which was the wrong frequency. D26 told HUNTRESS disregard. LUCKY21 then requested heading 080. R26 advised LUCKY21 to stand by. | |
| 2106 | D26 called D40 to advise them that LUCKY21 was on the R26 frequency. D26 asked D40 what frequency did D40 want R26 to assign to LUCKY21 and that LUCKY21 was assigned heading 080. D40 advised 257.72. D26 complied. R26 assigned heading 080 to LUCKY21. LUCKY21 acknowledged. R26 cleared LUCKY21 to contact Miami Center 257.72, the correct frequency. | |
| 2107 | LUCKY21 acknowledged the frequency. | |
| 2108 | D58 during a position relief briefing advised the relieving controller of the status of N832R and that LUCKY21 would be coming out to intercept N832R. LUCKY21 checked on the R40 frequency at FL 370. R40 acknowledged. R40 cleared LUCKY21 to fly heading 080 to intercept N832R. LUCKY21 acknowledged. | |

FAA Form 8020-6-1

19-003-ZTL

N832R

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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE | REPORT NO |
| | July 02, 2019 | 19-003-ZTL |
| NAME OF REPORTING FACILITY | | |
| | | Miami ARTCC (ZMA) |
| 14 CHRONOLOGICAL SUMMARY OF FLIGHT | | |
| 2110 | <p>The ZMA WSIC called the Ocean area CIC to advise them that New York Air Route Traffic Control Center (ZNY) needed to be advised of the status of N832R and LUCKY21. The CIC acknowledged. The CIC asked if the Command Center MBAA desk had been advised about N832R. The ZMA WSIC said affirmative. During the position relief briefing, R58 advised the relieving control that N832R was NORDO and that LUCKY21 was not on frequency yet. R40 cleared LUCKY21 to contact Miami Center frequency 298.9, R58. LUCKY21 acknowledged.</p> | |
| 2111 | <p>LUCKY21 checked onto the R58 frequency, 298.9. LUCKY21 checked in again and R58 acknowledged the check in. During position relief briefing D40 advised the relieving controller of the scramble. The relieving controller acknowledged. Miami ARTCC Missions position (ZMA Missions) called New York Center Military (ZNY Missions) and advised that ZMA was scrambling fighters on N832R who was not talking to ZMA and would possibly fly into the ZNY airspace. ZNY Missions transferred the call to the New York Center Area E Supervisor.</p> | |
| 2112 | <p>D58 called R1 to request control of LUCKY21. R1 approved it. New York Center Area E supervisor picked up the line and ZMA Missions advised of the NORDO situation with N832R tracking toward ZNY airspace. ZMA Missions shared the position and altitude of N832R.</p> | |
| 2113 | <p>R58 descended and vectored SWA1349 and DAL919 for an emergency aircraft. ZMA Missions noted the position and altitude of the scramble aircraft LUCKY21 30 miles behind N832R at Flight Level 370 (FL370). ZNY Area E requested ZMA give them a call when the aircraft were entering ZNY airspace. ZMA Missions agreed to the request.</p> | |
| 2114 | <p>R58 advised LUCKY21 that the target was 12 o'clock and 64 miles. LUCKY21 acknowledged. R58 asked LUCKY21 if they wanted a climb to FL 390 to intercept N832R. LUCKY21 advised they wanted to stay at FL370.</p> | |
| 2115 | <p>D58 called New York Center GRATX sector to advise them of the status and position of N832R. GRATX controller acknowledged the information. ZMA Missions called United States Coast Guard District 7 Command Center (USCG) to coordinate possible search and rescue for N832R. ZMA Missions explained the lack of communications with N832R.</p> | |
| 2116 | <p>USCG advised ZMA Missions they would transfer the call to the Search and Rescue office (SAR). USCG SAR picked up the line and asked for the information. ZMA Missions explained the aircraft was not talking to Miami Center (NORDO) and was heading out into the ocean.</p> | |
| 2117 | <p>R58 advised LUCKY21 that N832R was 12 o'clock and 58 miles. LUCKY21 advised they had radar contact on N832R. USCG SAR asked for the tail</p> | |

FAA Form 8020-6-1

19-003-ZTL

N832R

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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small> | REPORT DATE July 02, 2019 | REPORT NO 19-003-ZTL |
| | NAME OF REPORTING FACILITY Miami ARTCC (ZMA) | |

14 CHRONOLOGICAL SUMMARY OF FLIGHT

number of the aircraft and the number of souls on board (SOB), ZMA Missions responded N832R and the number of SOB was unknown. USCG SAR asked for the position of the aircraft and ZMA Missions advised 2643 North and 7710 degrees West. USCG SAR requested type aircraft and ZMA Missions advised a Cessna Citation 560. USCG SAR asked if there was an ALNOT out at this time.

2118 R58 called out on frequency for N832R. There was no response. R58 then advised N832R that no reply was received and to squawk ident. R58 called for N832R on emergency frequency 121.0 and asked N832R to squawk ident. There was no response. ZMA Missions advised there was not an ALNOT out at this time and USCG SAR suggested a ALNOT be issued. USCG SAR suggested ZMA contact the Bahamas to advise about the situation. ZMA Missions advised that the Watch Supervisor would make the necessary coordination. ZMA Missions advised USCG SAR that the aircraft was flying away from the Bahamas and USCG SAR requested the course of the aircraft, ZMA Missions responded 090 heading.

2119 JBU1709 attempted to establish communications with N832R on emergency frequency 121.0. There was no response. The ZMA WSIC called Nassau ATCT to advise them of the status of N832R and ask if would be possible for the fighter jets to land at MYNN if were needed due to fuel. Nassau ATCT said affirmative. USCG SAR asked if N832R was maintaining altitude or descending and ZMA Missions noted that the aircraft was level and maintaining heading. USCG SAR asked if that was LUCKY21 and ZMA Missions advised that was the intercept aircraft. USCG SAR advised they were in contact with the U.S. Air and Marine Operations (AMOC) and would contact and notify the Bahamas. ZMA Missions called the AMOC to confirm they had been notified of the situation on N832R.

2120 Nassau ATCT said arrangements would be made for fuel and hangar space for the fighter jets and asked to be updated as to the status of N832R. ZMA WSIC said they would comply. R58 called on emergency frequency for N832R and advised them to contact Miami Center frequency 134.8 and to squawk ident. Then R58 asked N832R if they had called Miami Center. There was no response. R58 advised N832R to put their oxygen mask on. There was no response. R58 called on emergency frequency and advised N832R to put their oxygen mask on and contact Miami Center frequency 134.8. There was no response. AMOC confirmed they had been advised of the N832R and the aircraft was 100 miles east of the Air Defense Information Zone (ADIZ) and that there was a interceptor jet 30 miles in trail, LUCKY21.

2121 R58 called traffic to LUCKY21 of a UPS328 flight 2,000 feet below them. LUCKY21 acknowledged. JBU1709 attempted to establish communications with N832R on emergency frequency. No response. GAJ885 advised that

FAA Form 8020-6-1

19-003-ZTL

N832R

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

REPORT DATE

July 02, 2019

REPORT NO

19-003-ZTL

NAME OF REPORTING FACILITY

Miami ARTCC (ZMA)

14 CHRONOLOGICAL SUMMARY OF FLIGHT


- they heard N832R on emergency frequency. R58 asked on frequency who said something about N832R. GAJ885 advised it was them. R58 advised GAL885 that N832R was an emergency and that Miami Center was attempting to establish communications. An unknown aircraft called on emergency frequency for N832R. There was no response. GAJ885 acknowledged.
- 2122 R58 issued a traffic alert to UPS328 reference LUCKY21 and advised UPS328 to fly heading 240. UPS328 acknowledged. R58 asked LUCKY21 to verify at FL370. LUCKY21 said affirmative. R58 called on emergency frequency for N832R and advised them to put their oxygen mask on and contact Miami Center frequency 134.8. There was no response. The ZMA WSIC called Freeport ATCT to ask if it would be possible for the fighter jets to land at MYGF if it were needed due to fuel considerations.
- 2123 Freeport ATCT advised the ZMA WSIC that fuel was available and that their runway was 11,000 feet long. Freeport ATCT asked for the call sign of the fighters. ZMA WSIC stated it was LUCKY21. Freeport ATCT acknowledged.
- 2124 R58 called out for N832R. There was no response. GRATX controller called to ask about N832R. D58 gave GRATX controller a current position.
- 2126 R58 called traffic to LUCKY21 at FL 340. LUCKY21 acknowledged. D58 called GRATX controller to effect coordination on N832R and LUCKY21. GRATX controller acknowledged. ZMA Missions called Flight Service Station (FSS) and requested flight plan information on N832R. FSS confirmed they had a flight plan filed on line and shared the pilot's name.
- 2127 D58 called GRATX controller to coordinate that LUCKY21 was a flight of 2 F-15's. GRATX controller acknowledged. FSS advised the flight plan showed 1 SOB and the plane color was white.
- 2128 R58 called out for N832R. There was no response. FSS advised they could fax over the flight plan and ZMA Missions gave a fax number to use. Miami Missions asked if the phone number was the only one and FSS advised they could do another search to see if they found anything.
- 2129 R58 called on emergency frequency for N832R and advised them to put their oxygen mask on and contact Miami Center frequency 134.8. FSS found no other information and ZMA Missions ended the call. Air Force Rescue called ZMA Missions to verify information on N832R. ZMA Missions advised the aircraft was 100 miles east of their destination and not talking to ZMA.

FAA Form 8020-6-1

19-003-ZTL

N832R

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|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE | REPORT NO |
| | July 02, 2019 | 19-003-ZTL |
| NAME OF REPORTING FACILITY | | |
| Miami ARTCC (ZMA) | | |
| 14 CHRONOLOGICAL SUMMARY OF FLIGHT | | |
| 2130 | <p>R58 asked LUCKY21 if they were HF radio equipped. LUCKY21 stated negative. R58 advised LUCKY21 that they would be out of range of VHF radios in 90 miles. LUCKY21 acknowledged. D58 advised GRATX controller that LUCKY21 was negative RVSM. ZMA Missions advised AFR that a fighter was sent out to intercept N832R and AFR asked if the fighter had intercepted, ZMA Missions advised no the aircraft was 30 miles behind N832R. AFR asked if this was the aircraft ZNY Center was talking about on the DEN and ZMA Missions confirmed. AFR asked if the aircraft was heading toward ZNY Oceanic Airspace and ZMA Missions confirmed that N832R was. AFR asked what N832R original destination was and ZMA Missions advised FXE Fort Lauderdale Executive. AFR asked what altitude N832R was at and ZMA Missions advised FL390. AFR requested to be advised when the fighters catch up to N832R and ZMA Missions confirmed they would.</p> | |
| 2131 | <p>R58 asked LUCKY21 if they were VHF equipped or if they were UHF only. There was no response.</p> | |
| 2134 | <p>LUCKY21 called for a radio check. R58 advised loud and clear. LUCKY21 asked what VHF frequency they should use for relays. R58 advised frequency 134.8 or frequency 126.27. R58 then advised LUCKY21 to contact FDX251 for all needed relay calls. LUCKY21 acknowledged. R58 advised FDX251 that LUCKY21 might call them to do a relay. FDX251 acknowledged.</p> | |
| 2135 | <p>R58 advised N832R that radar services were terminated and to contact New York ARINC of HF frequency 11.330 or 8.918. There was no response. R58 then called N832R on emergency frequency to contact New York ARINC on HF frequency 11.330 or 8.918 and to acknowledge by squawking ident. There was no response. The ZMA WSIC called the Regional Operations Center (ROC) to ask if they were aware of N832R. The ROC said affirmative.</p> | |
| 2136 | <p>ZMA WSIC asked what paperwork would be necessary for the N832R. The ROC said that they would forward ZMA WSIC to QACG. ZMA WSIC then terminated the phone call due to a higher priority.</p> | |
| 2137 | <p>D58 call GRATX controller to update the positions for N832R and LUCKY21.</p> | |
| 2138 | <p>ZMA WSIC called the ZMA Air traffic manager (ATM) to advise them of the status of N832R. The ZMA WSIC gave the ATM a brief description of everything that had happened up to that point. The WSIC advised the ATM of the current position and speed of N832R and LUCKY21 and about all of the coordination that had been done with Nassau and Freeport ATCT's.</p> | |

FAA Form 8020-6-1

19-003-ZTL


N832R

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| | July 02, 2019 | 19-003-ZTL |
| NAME OF REPORTING FACILITY | | |
| | | Miami ARTCC (ZMA) |

14 CHRONOLOGICAL SUMMARY OF FLIGHT

- 2139 R58 advised LUCKY21 that radar services were terminated and use the previously assigned frequencies for relays. LUCKY21 acknowledged.
- 2144 D58 called GRATX controller to update the positions of N832R and LUCKY21. As soon as the call was terminated LUCKY21 climbed to intercept N832R and D58 called GRATX controller again to update the altitude of LUCKY21.
- 2150 During a position relief briefing, R58 advised the relieving controller that LUCKY21 would be using FDX251 to do relays. R58 also advised the relieving controller of the last known altitude and position of N832R.
- 2152 ZMA Missions called the AMOC and asked for the last known position of N832R. AMOC advised 2713.48 North and 7333.55 West was the last known position.
- 2153 ZMA missions asked if the AMOC had shared this information with USCG. AMOC advised they had not coordinated with the USCG.
- 2154 D58 advised GRATX controller that they no longer had N832R on radar but that LUCKY21 appeared to be flying west and exiting their airspace leaving FL 350 for FL 370. ZMA Missions asked if the AMOC lost the aircraft at FL390 or lower. AMOC advised they lost the aircraft at FL389. AFR called ZMA Missions asking for the last known position of N832R for search and rescue.
- 2155 D58 advised GRATX controller that as soon as they spoke with LUCKY21 they would advise GRATX controller as to the status of N832R. ZMA Missions relayed the last position known to AFR and AFR requested any updates as they were initiating search and rescue.
- 2156 LUCKY21 checks onto Miami Center frequency 134.8 and asked for a radio check. R58 advised LUCKY21 they were loud and clear. LUCKY21 acknowledged and stated they were returning to base and flying heading 270 at FL370. R58 acknowledged. R58 asked LUCKY21 if they were a flight of two. There was no response.
- 2158 LUCKY21 asked for a radio check. R58 advised they were loud and clear. R58 asked LUCKY21 for a radio check. LUCKY21 advised Miami Center was loud and clear. LUCKY21 advised they were proceeding direct Homestead (KHST) and that they were minimum fuel. R58 acknowledged and cleared LUCKY21 direct Homestead. An unidentified male called ZMA WSIC to advise that N832R had broken up. ZMA WSIC advised the identified male that they would call the Coast Guard. The unidentified male advised ZMA WSIC that ZMA should be able to see LUCKY21 soon and that


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| | NAME OF REPORTING FACILITY Miami ARTCC (ZMA) | |
| 14 CHRONOLOGICAL SUMMARY OF FLIGHT coordination was being made for LUCKY21 to land at MYGF. ZMA WSIC acknowledged. | | |
| 2159 | R58 asked LUCKY21 if they wanted to land at Homestead or at Freeport (MYGF) and advised the distance to Freeport. There was no response. D58 called GRATX controller and advised that LUCKY21 was clear of their airspace and that they did not have any further information about N832R at this time. ZMA Missions contacted AFR and shared additional position information. AFR acknowledged the information. A man identifying himself as a friend of the pilot of N832R called ZMA WSIC asking about the status of N832R. | |
| 2200 | ZMA WSIC asked the caller their name. The man said his name was Cesar. ZMA WSIC advised there was no information available about N832R and asked Cesar for a callback number. Cesar gave a phone number of 954-958-8006. ZMA WSIC acknowledged. | |
| 2201 | R58 again asked LUCKY21 if they wanted to land at Homestead or at Freeport. LUCKY21 advised they wanted to proceed to Homestead and that they had enough fuel to make it to Homestead but could not accept excessive vectors or fly the STAR into Homestead. | |
| 2202 | ZMA WSIC called Greg Martin and left a message for Greg to call back as soon as possible and provided the phone number. | |
| 2207 | R58 advised LUCKY21 that HUNTRESS is unable to communicate with LUCKY21 and that Miami Center would perform any requested relays. LUCKY21 acknowledged and advised they would attempt to contact HUNTRESS directly. | |
| 2208 | ZMA WSIC called ZMA ATM to advise them that N832R had crashed into the water and that an ALNOT was filed. WSIC advised that the Coast Guard had been given the coordinates of the crash site that were provided by LUCKY21. | |
| 2209 | ZMA WSIC advised that they would fill out an MOR and a dash 9 and call the ROC. The ATM advised the WSIC to refer all outside phone calls to the ROC. The ATM advised that Kathleen Bergen would be the point of contact at the ROC. | |
| 2215 | USCG called ZMA Missions asking if there was any additional information from the fighters at this time. ZMA Missions stated to stand by. | |
| 2217 | R58 told LUCKY21 that the Coast Guard was asking for information about N832R. | |

FAA Form 8020-6-1

19-003-ZTL

N832R

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| <small>14 CHRONOLOGICAL SUMMARY OF FLIGHT</small> 2218 LUCKY21 advised that the aircraft was painted white and that the aircraft made a big splash when it went into the water and then disappeared. It was unknown if the aircraft broke apart on impacting the water. LUCKY21 gave the last known coordinates of N832R and the time of splashdown. R58 verified and acknowledged. ZMA Missions called USCG and asked if they were talking to AFR. USCG said yes and they were waiting on the updated information. 2219 ZMA Missions coordinated 2 splash down areas that were given as 2717.5 North by 07331.5 West and 2714.3 North by 07333.2 West. USCG asked why there were 2 splash down areas and ZMA Missions advised that is what was relayed to ZMA and there was no other information available until the fighters landed. 2220 R58 cleared LUCKY21 to contact Miami Center frequency 126.32. LUCKY21 acknowledged. ZMA Missions informed USCG that the fighter aircraft were 110 miles east of Homestead and ZMA would advise of any change in information. <hr/> <p style="text-align: center;">No More Follows</p> | | |