



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

December 28, 2021

Specialist's Factual Report

AIR TRAFFIC CONTROL

CEN19FA161

A. ACCIDENT

Location: Butler, Missouri
Date: June 10, 2019
Time: 1030 central daylight time (CDT)¹
1530 coordinated universal time (UTC)
Airplane: Cessna 425, N622MM

B. AIR TRAFFIC CONTROL SPECIALIST

Brian Soper
National Transportation Safety Board (NTSB)
Washington, D.C.

C. SUMMARY

On June 10, 2019, about 1030 central daylight time, a Cessna 425 multi-engine airplane, N622MM, registered to Santa Fe Investments Inc., of Wilmington, Delaware, and operated by the pilot, was destroyed during a forced landing after experiencing engine problems, near Butler, Missouri. The private pilot sustained fatal injuries. The cross-country flight was being conducted under the provisions of 14 *Code of Federal Regulations* Part 91. Visual meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan was filed. The flight originated at 0554 from the Vero Beach Municipal Airport (VRB), Vero Beach, Florida, and its planned destination was the New Century Air Center Airport (IXD), Olathe, Kansas.

D. DETAILS OF THE INVESTIGATION

The air traffic control (ATC) specialist did not travel in support of this investigation and all work was conducted from the home office. ATC services were provided by Kansas City Air Route Traffic Control Center (ZKC ARTCC), surveillance and audio data were provided by the Federal Aviation Administration (FAA) and used to produce the graphics presented in this report.

E. FACTUAL INFORMATION

1.0 Flight Track Surveillance Information

The airplane was equipped with a transponder and was transmitting a discrete beacon code of 6660 as assigned by ATC. The airplane was Automatic Dependent Surveillance-Broadcast (ADS-B) equipped and transmitting.

1.1 Automatic Dependent Surveillance - Broadcast

ADS-B is a surveillance system in which an aircraft or vehicle to be detected is fitted with cooperative equipment in the form of a data link transmitter. The aircraft or

¹ All times are in central daylight time (CDT) unless otherwise indicated.

vehicle periodically broadcasts its GPS-derived position and other information such as velocity over the data link, which is received by a ground-based transmitter/receiver (transceiver) for processing and display at an air traffic control facility.

ADS-B data was also provided by the FAA². The ADS-B data was of good quality and were used in producing the flight track graphics in this report.

2.0 History of Flight

The following timeline was produced using the certified data provided by the FAA. Times are rounded to the nearest minute, and altitudes are indicated in feet above mean sea level (msl) unless otherwise indicated³.

1004 The pilot of N622MM while still in communication with the sector 44 radar (R44) controller, reported that he had a “major problem” and could not retard the right engine throttle. Shortly after this report, he was instructed to change frequencies to the sector 40 radar (R40) controller.

1009 The sector 40 radar (R40) controller queried the pilot of N622MM about his observing him climbing and descending and advised he was aware that he was having engine trouble.

The pilot of N622MM responded and advised the R40 controller that he was going to have to shut his engine down while it was at full power. When asked if he could make New Century airport, the pilot responded that he would make the airport but thought he would have to shut the engine down on final.

1012 The pilot of N622MM reported he was flying on one engine.

1014 The pilot of N622MM requested the nearest airport. The R40 controller advised the pilot that Butler Airport (BUM) was the nearest airport and was about eight miles away.

1016 The pilot of N622MM advised he would need to land on runway 18 at BUM and a few seconds later reported the airport in sight.

1018 The pilot of N622MM advised that he was trying to get the airplane under control. The R40 controller then confirmed he had the field in sight and cleared him for the visual approach to BUM.

1019 The pilot advised that the aircraft was going to go down on highway 69 [according to the location, it is believed that Interstate 49 was the highway being referred to, which was the highway in which the aircraft was headed toward at the time of the accident]

² ADS-B source data is included in Attachment 1: ADS-B Data

³ A partial transcript of pilot-controller communications is included in Attachment 2: ATC Audio Transcript

F. Flight Track Graphics

Full-size scalable versions of the radar graphics below are provided in Attachment 3: Flight Track Graphics. All times in the graphics are in CDT and rounded to the nearest minute. All altitudes are in MSL and rounded to the nearest 100 feet.

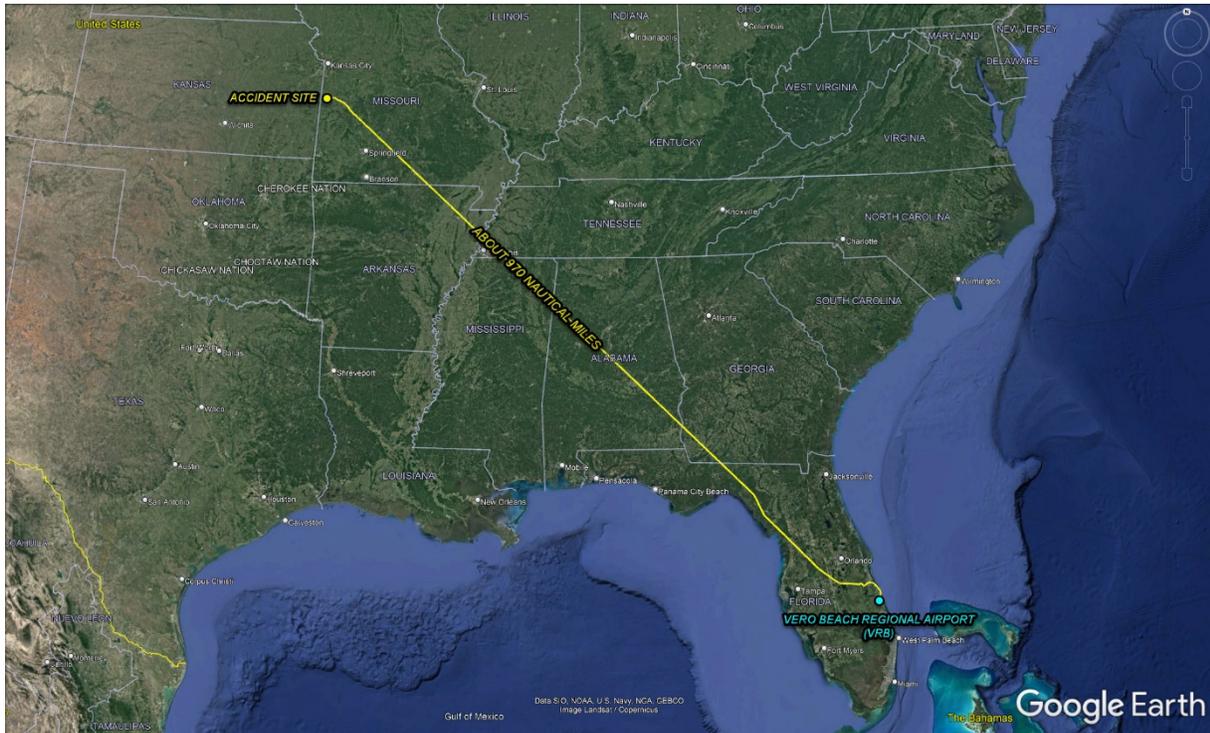


Figure 1. Overhead view of accident flight track

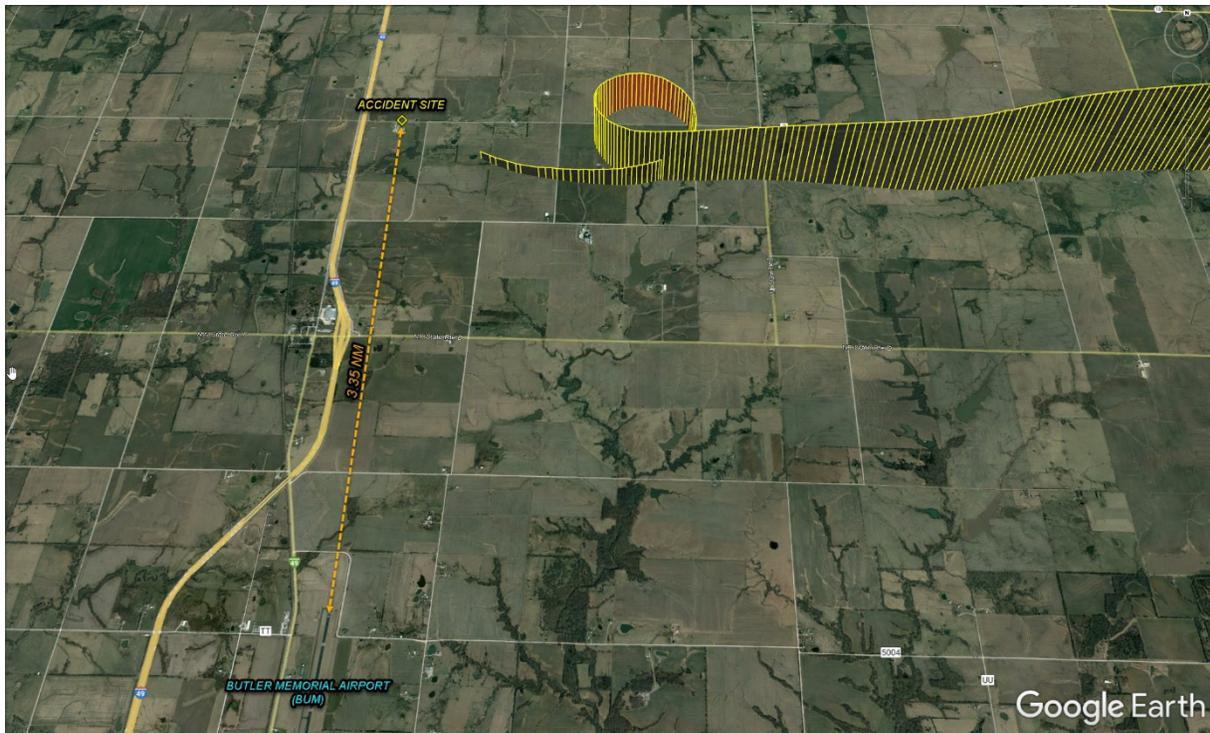


Figure 2. Profile view of final segment of accident flight track

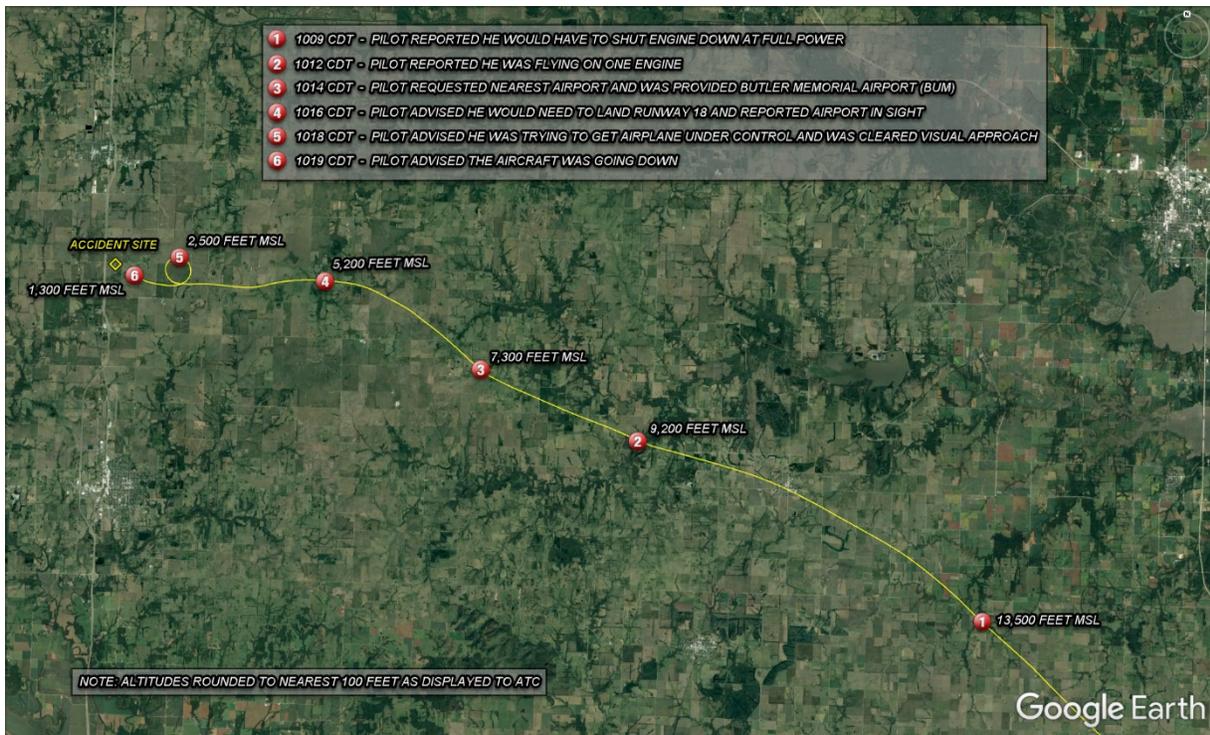


Figure 3. Final segment of accident flight track with key information as provided by the pilot.

G. LIST OF ATTACHMENTS

Attachment 1: ADS-B Data

Attachment 2: ATC Audio Transcript

Attachment 3: Flight Track Graphics

Attachment 4: ATC Audio - Sector 40 Radar (R40) Controller

Attachment 5: ATC Audio - Sector 44 Radar (R44) Controller

Submitted by:

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