



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

REPORT DATE

November 30, 2022

REPORT NO.

22-001-MSY

NAME OF REPORTING FACILITY

Nashville ATCT (BNA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT  
November 07, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

0110 Nashville International Airport (BNA) TRACON Supervisor (SI) called John C. Tune Airport (JWN) from the Departure Data (DD) position to issue the instrument flight rules (IFR) clearance for N809DM.

0131 JWN called BNA Departure Radar West (DRW) to request release for N809DM off Runway 20. DRW issued the release.

0133 N809DM called DRW on runway heading climbing to 3000 feet.

0134 DRW instructed N809DM to IDENT and issued the BNA altimeter. N809DM acknowledged. DRW issued N809DM radar contact and instructed N809DM to climb to 15,000 feet. N809DM acknowledged.

0137 DRW instructed N809DM to turn ten degrees to the left. N809DM acknowledged.

0140 DRW instructed N809DM to contact Memphis Air Route Traffic Control Center (ARTCC) on 125.85. N809DM acknowledged.

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No More Follows



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

REPORT DATE

November 15, 2022

REPORT NO.

22-001-MSY

NAME OF REPORTING FACILITY

Memphis ARTCC (ZME)

14. CHRONOLOGICAL SUMMARY OF FLIGHT  
November 07, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
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0141 N809DM checked on Memphis Air Route Traffic Control Center (ZME) combined Graham (GHM) Holly Springs (HLI) Hamilton (HAB) and Columbus (UBS) Low Altitude Radar R42/R14/R13/R12 climbing to 160 heading 200. R14 issued a climb to Flight Level (FL) 220 and cleared N809DM direct destination.

0142 R14 asked N809DM if they can try and relay information to another aircraft that they have lost radio contact with. N809DM answered affirmative and R14 asked N809DM to have N452MT contact ZME on 133.65. N809DM attempted to relay multiple times and is unsuccessful in raising N452MT. N809DM asked if R14 would like them to try broadcasting on guard. R14 said negative.

0159 R14 switched N809DM to their frequency 120.8. N809DM checked on.

0217 R14 switched N809DM to their frequency 120.7. N809DM checked on.

0228 R14 switched N809DM to ZME frequency 132.75. N809DM checked on ZME combined Kewanee (EWA) and Jackson (JAN) Low Altitude Radar R65/R66 at FL220.

0253 R65 switched N809DM to Houston Air Route Traffic Control Center (ZHU) Picayune (PCU) Low Altitude Radar H27 frequency 126.8.

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No More Follows



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**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

November 10, 2022

REPORT NO.

22-001-MSY

NAME OF REPORTING FACILITY

Houston ARTCC (ZHU)

14. CHRONOLOGICAL SUMMARY OF FLIGHT  
November 07, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

0253 N809DM checks on to Houston Air Route Traffic Control Center Picayune sector (ZHU27) at flight level two two zero. ZHU27 acknowledges.


0256 N809DM requests descent. ZHU27 coordinates with Memphis Air Route Traffic Control Center for approval of the descent.

0257 ZHU27 clears N809DM to one one thousand feet and issues the Gulfport (GPT) altimeter. N809DM acknowledges the clearance.

0309 N809DM is switched to Gulfport Approach (GPT). N809DM acknowledges.

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No More Follows

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE November 30, 2022	REPORT NO. 22-001-MSY
	NAME OF REPORTING FACILITY Gulfport ATCT (GPT)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT November 07, 2022  <p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> <p>0309 N809DM checked in with Gulfport Approach (GPT) Instrument Flight Rules descending to 11,000 feet heading direct to Slidell Airport. GPT Approach replied, gave the GPT Altimeter, then gave N809DM a descent to 8000 feet.</p> <p>0310 N809DM then told GPT Approach he had Slidell Airport in sight and said did not want to be handed off to New Orleans Approach. GPT Approach then gave N809DM a descent to 4000 feet after confirming Handoff location.</p> <p>0315 GPT Approach advised N809DM he was at a point where a Handoff would occur if he concurred. N809DM agreed so GPT Approach terminated radar services. N809DM was told by GPT Approach to squawk Visual Flight Rules and frequency change was given.</p> <hr/> <p style="text-align: center;">No More Follows</p>		



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

REPORT DATE December 12, 2022	REPORT NO. 22-001-MSY
NAME OF REPORTING FACILITY New Orleans Moisant ATCT (MSY)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT  
November 07, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 0321 N809DM contacted New Orleans Airport Traffic Control Tower (MSY) Approach on the North Radar (NR) Frequency and requested an instrument approach into Slidell Airport (ASD) because he could not land visually due to weather.
- 0322 N809DM advised of their position and requested runway at ASD. NR issued a squawk and the MSY altimeter to N809DM.
- 0323 N809DM read back the squawk. NR radar identified N809DM and issued an Instrument Flight Rules (IFR) clearance to the pilot for the instrument approach to Runway 36 at ASD. NR requested the pilot's IFR information and N809DM said there was 1 person on-board and 4 hours of fuel and were 225 knots.
- 0324 NR issued a 180 heading for N809DM's requested approach into ASD. N809DM read back the heading. NR asked if N809DM had the weather at ASD and N809DM affirmed they did.
- 0325 NR issued a turn to a 120 heading for N809DM. N809DM read back the heading.
- 0326 NR issued N809DM a turn to a 090 heading. N809DM read back the heading.
- 0328 NR cleared N809DM on the instrument approach for Runway 36 at ASD. N809DM read back the clearance.
- 0329 NR offered the telephone number for N809DM to call and cancel their IFR clearance after landing. N809DM advised they already had the number. NR advised there was no observed traffic between N809DM and ASD and reminded N809DM of how to cancel their IFR clearance. NR issued missed approach instruction to N809DM in the event of a go-around and approved a change to advisory frequency. N809DM read back the missed approach instructions.
- 0333 N809DM checked on to NR while executing the missed approach instructions previously issued. NR radar identified N809DM and asked for the pilot's intentions. N809DM wanted to try the instrument approach to ASD one more time.
- 0334 NR gave N809DM a 230 heading to vector them to the instrument approach for Runway 36 at ASD. N809DM read back the heading.



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REPORT DATE

December 12, 2022

REPORT NO.

22-001-MSY

NAME OF REPORTING FACILITY

New Orleans Moisant ATCT (MSY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 0335 NR issued a 180 heading to N809DM and N809DM read the heading back. NR gave a position relief briefing to the relieving controller and advised of N809DM intentions.
- 0336 NR issued a 170 heading to N809DM and N809DM read back the heading.
- 0338 NR issued N809DM a 090 heading. N809DM read back the heading.
- 0340 NR cleared N809DM on the instrument approach to Runway 36. N809DM read back the clearance.
- 0342 NR issued N809DM missed approach instructions, terminated radar services and advised N809DM to change to advisory frequency. NR advised N809DM to call on the phone to cancel their IFR clearance. N809DM read back the missed approach instructions and advised they were switching to advisory frequency.
- 0344 NR attempted to issue a Low Altitude alert to N809DM. N809DM did not respond.
- 0358 MSY Operations Supervisor (OS) contacted ASD on the recorded phone line to see if N809DM landed safely. The employee at ASD provided the OS with the aircraft owner's phone number. OS said someone called MSY on a different phone line and advised they heard what sounded like a crash near ASD. ASD employee advised they would go check to see if the aircraft landed safely.
- 0403 OS called the owner of N809DM and asked if the aircraft landed safely. Owner said they were unsure but would try reaching out to the pilot and would call back with an update.
- 0406 OS contacted the Slidell Fire Department and asked them to check the area around ASD for N809DM. The Slidell Fire Department advised they would send someone out to investigate.
- 0417 OS contacted Slidell Police Department. The Slidell Police Department said the Slidell Fire Department had already contacted them and they had someone out looking for N809DM.
- 0421 ASD employee called MSY back and reported N809DM was not on the airport proper.
- 0423 OS contacted the Central Region Operations Center (ROC) with information on N809DM and the possible aircraft accident. ROC advised the OS to put out an Alert Notice (ALNOT). ROC transferred OS to Safety Event Network (JSEN).



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REPORT NO.  
22-001-MSY

NAME OF REPORTING FACILITY  
New Orleans Moisant ATCT (MSY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 0428 OS provided JSEN with information on N809DM. JSEN advised OS to issue an ALNOT.
- 0432 Owner of N809DM called MSY to report the aircraft was not on the airport grounds and the pilot was not answering his cell phone.
- 0434 OS contacted Houston Air Route Traffic Control Center (ZHU) and requested an ALNOT be issued for N809DM.
- 0445 OS contacted the Slidell resident that reported hearing a crash. Resident advised they called the Slidell Police Department's non-emergency phone line.
- 0451 OS contacted Washington Operations Center with information on N809DM. Washington Operations Center advised they had received the ALNOT notification.
- 0454 Slidell Fire Department called MSY and advised OS that N809DM had been found and the aircraft crashed east of the runway.
- 0456 ROC called MSY with questions about N809DM's flight plan. OS advised N809DM had been found.

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No More Follows