



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

REPORT DATE

October 12, 2021

REPORT NO.

21-002-Y90

NAME OF REPORTING FACILITY

Yankee TRACON (Y90)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 02, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1313 N560AR contacted Y90 Tracon Data (TD) and requested Instrument Flight Rules (IFR) clearance from Robertson Field (4B8) to the Dare County Regional Airport (KMQI). Y90 TD read the IFR clearance to the aircraft and issued hold for release. N560AR read back the clearance and hold information.
- 1348 N560AR advised TD that they were ready for departure. TD obtained departure release from Y90 Bristol Radar (BR) and released the aircraft heading 020 with a clearance void time of five minutes.
- 1355 The Boston Center Traffic Management Unit (ZBW TMU) called Y90 SI1 asking for any Electronic Locator Transmitter (ELT) reports in the vicinity of Hartford (HFD) and Madison (MAD). SI1 called HFD ATCT and asked them to look out towards 4B8 and advise if they see any smoke or a downed aircraft. They answered negative.
- 1357 SI1 called 4B8 Airport Operations and advised that they were looking for N560AR and inquired about an accident. 4B8 Airport Operations advised that there was an aircraft accident and it was likely N560AR.
- 1358 SI1 called ZBW Watch Desk and notified them of the accident.
- 1401 SI1 called ZBW Watch Desk back and advised them that they could not get confirmation that emergency personnel were on scene and to initiate search and rescue.
- 1402 SI1 called 4B8 Airport Operations and asked if they knew if rescue personnel were on scene. 4B8 Airport Operations advised that Farmington Fire Department was handling the crash.
- 1405 4B8 Airport Operations called SI1 and advised that there were two (2) passengers and two (2) pilots on board.
- 1406 SI1 notified FAA Regional Operations Center (ROC) of the aircraft accident.
- 1410 SI1 notified FAA Washington Operations Center (WOC) of aircraft accident.
- 1413 SI1 notified Atlantic Operations Control Center (AOCC) of aircraft accident.



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1417 SI1 called Farmington, CT Police Department and inquired about location and status of emergency personnel on scene. Farmington Police Department stated the aircraft crashed into a building at [REDACTED] on the border of Farmington, CT and Unionville, CT. Farmington Police Department reported that there were personnel in the building that was struck and they were accounted for.

1421 SI1 called Farmington Police Department back, asking if they wanted the airspace sterilized over the the scene of the accident. Farmington Police Department stated affirmative. SI1 advised that they would sterilize the airspace from 3,000ft within a 4nm radius of the accident.

Block 12. ATO Personnel Involved, Continued.

Mark Hickok (MK), ZBW ARTCC, RA47 RA

Peter Perkins (QC), ZBW ARTCC, TMCC1 O


Christopher Conneally (CC), ZBW ARTCC, OSIC O

James Wonchoba (WA), Y90 TRACON, SI1 O

Wesley Miles (WM), Y90 TRACON, SI1 O

Ryan Phillips (RY), ZBW ARTCC, OMIC O

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 23, 2021	REPORT NO. 21-002-Y90
	NAME OF REPORTING FACILITY Boston ARTCC (ZBW)	

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1349 NKS616 advised the Boston Center Bosox Radar Position (R47) they had an emergency locator transmitter (ELT) on guard. The R47 controller acknowledged.

1350 VIR26Q advised the Boston Center Boston High Radar Position (R46) they had an ELT on 121.5. The R46 controller acknowledged.

1351 The R46 controller called the Boston Center Traffic Management NAS Coordinator (TMNC) and reported an ELT over Hartford at Flight Level (FL) 270. The TMNC acknowledged.

1353 The Boston Center Bosox Radar Associate Position (RA47) called the TMNC and advised of a reported ELT over Madison at FL210. The TMNC acknowledged.

1354 The Boston Center Traffic Management Controller in Charge (TMCC1) called the Boston Center Area C Supervisor(OSIC) and requested ELTs from Bosox Sector in the teens. The OSIC acknowledged. The TMNC called Bradley TRACON (Y90).

1355 The TMNC requested Y90 solicit ELT reports around Hartford and Madison. Y90 acknowledged.

1358 The Boston Center Operations Manager in Charge (OMIC) received a call from Y90.

1359 Y90 advised the OMIC they had a confirmed crash by the airport and did not believe an Alert Notice (ALNOT) was required. Y90 advised the aircraft was off Robertson Airport (4B8). Y90 wanted to verify with the OMIC that a confirmed accident did not require an ALNOT. The OMIC advised that was correct. The OMIC asked if Y90 required any assistance. Y90 advised they were okay, but would call back if needed. The OMIC requested the call sign of the aircraft. Y90 advised it was N560AR. The OMIC acknowledged.

1400 Y90 called the TMNC.

1401 Y90 advised the TMNC the ELTs being received were from an aircraft going down at Robertson. The TMNC acknowledged. Y90 advised the TMNC it was confirmed and they were notifying everyone. The TMNC acknowledged.

1402 Y90 called the OMIC and requested to initiate search and rescue as he



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was unable to verify with the airport they had called 911. The OMIC acknowledged. Y90 advised it was the Robertson Airport (4B8) the OMIC acknowledged. Y90 then advised the OMIC 911 had been called. Y90 advised the OMIC he could start search and rescue if he wanted though. The OMIC advised that if fire and medical were on the way, then that was all the ALNOT would do. Y90 acknowledged.

1403 The OMIC called the Boston Center Air Traffic Manager (ATM) and informed her of the accident reported by Y90. The OMIC provided the ATM with the aircraft type and call sign. The OMIC advised the accident took place at the airport, Y90 had contacted 911 so services were en route. The OMIC advised that Y90 wanted to know if an ALNOT was required, the OMIC advised the ATM he said no as the fire department was dispatched and the location was known. The ATM asked the OMIC if they saw it go down. The OMIC advised they did and verified the call sign with the ATM. The ATM verified the details of the incident and wanted to know if the airport was closed. The OMIC advised he did not know as it just occurred.

1404 The OMIC advised the ATM he would follow up and contact the police and fire department to make sure. The ATM acknowledged.

1406 The OMIC called the Plainville Police Department and was immediately put on hold.

1408 The Plainville Police Department returned to the line. The OMIC advised the Plainville Police that he was with the Federal Aviation Administration. The Plainville Police advised the OMIC he would need to call the Farmington Police, as it was their accident. The OMIC advised he called to ensure there was a response. The Plainville Police advised they were there, Farmington was there and Seavinton was there or on the way. The OMIC acknowledged.

1428 The OMIC called the ATM and provided the address and name of the building where the accident occurred.

1429 The OMIC advised the ATM it appeared the building was being evacuated. The ATM requested the status of injuries on the ground. The OMIC advised he did not know. The ATM asked if the Domestic Events Network (DEN) was aware of the address. The OMIC advised he would call them offline. The OMIC advised that Twitter reported no injuries at this time. The ATM acknowledged.

1430 The OMIC called the DEN to advise them he had information on the accident. The OMIC informed the DEN he had not called Y90 as their phone was busy. The DEN advised he was looking as well and verified the



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location of the accident with the OMIC. The DEN advised of the possibility of injuries as it was a large plant. The OMIC acknowledged.

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