



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

REPORT DATE

December 22, 2023

REPORT NO.

23-004-ZME

NAME OF REPORTING FACILITY

Knoxville ATCT (TYS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 07, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1548 N5891J appeared to have departed Island Home Airport (DKX), a satellite airport within TYS TRACON airspace.

1609 N5891J made a radio call to TYS Radar West Position to request Flight Following. TYS Radar West Position accommodated this request and issued beacon code.

1611 TYS Radar West position radar identified N5891J. TYS altimeter was issued. N5891J asked for the altimeter again. TYS Radar West position reissued the TYS altimeter and N5891J acknowledged.

1612 TYS Radar West position transferred Radar control and communications to Atlanta ARTCC Hinch Mountain Sector on frequency 133.6. N5891J read back and acknowledged frequency change to 133.6.

No More Follows



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REPORT DATE

January 03, 2024

REPORT NO.

23-004-ZME

NAME OF REPORTING FACILITY

Atlanta ARTCC (ZTL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 07, 2023

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1613 N5891J checked on ZTL Hinch Mountain Sector (ZTL41) frequency. ZTL41 issued altimeter. N5891J acknowledged.

1619 ZTL41 switched N5891J to ZTL frequency. N5891J asked ZTL41 to repeat the transmission. ZTL41 switched N5891J to Memphis Center frequency. N5891J acknowledged.

No More Follows



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REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 09, 2024

REPORT NO.

23-004-ZME

NAME OF REPORTING FACILITY

Memphis ARTCC (ZME)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 07, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1620 N5891J checked in Memphis Air Route Traffic Control Center (ZME) Shelbyville (SYI) Low Altitude radar control position R60. R60 issued N5891J nearest altimeter setting and questioned N5891J altitude. N5891J acknowledged altimeter and confirmed altitude.
- 1658 R60 verified N5891J destination. N5891J verified. R60 informed N5891J aircraft was well left of course. N5891J responded correcting for that.
- 1700 R60 attempted to switch N5891J to ZME combined Holly Springs (HLI) and Graham (GHM) Low Altitude radar control positions R14/42 twice with no response.
- 1702 N5891J declared emergency over R60 frequency during the time R60 was offline and did not hear the declaration.
- 1703 A voice heard over R60 frequency broadcasted "help us".
- 1704 R14 broadcasted in the blind twice for N5891J with no response then checked with ZME R60 if N5891J was still on ZME R60 frequency. R60 said he tried to switch N5891J and would try again. R60 broadcasted in the blind for N5891J with no response. Neither R60 nor R14 informed N5891J radar contact lost.
- 1705 R14 broadcasted in the blind and on GUARD frequency for N5891J to IDENT, with no response.
- 1706 R14 broadcasted in the blind for N5891J with no response.
- 1707 R14 broadcasted for N5819J with no response.
- 1709 R60 solicited ENY3774 to raise N5891J on R60 frequency. ENY3774 broadcasted over the frequency for N5891J with no response, then offered to broadcast over GUARD frequency.
- 1711 ENY3774 informed R60 no joy raising N5891J on GUARD frequency.
- 1713 Alert Notice (ALNOT) issued.
- 1716 R60 position relief briefing included N5891J unusual situation and that R14 called inquiring about N5891J.
- 1719 R14 broadcasted in the blind for N5891J with no response.



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Memphis ARTCC (ZME)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 1721 R14 solicited N46MB to maneuver towards the area of N5891J last known position and issued N46MB a heading and N5891J's aircraft type.
- 1722 R14 informed D60 Radar Associate position that N46MB was vectored to look for N5891J.
- 1724 R14 switched N46MB to R60 and advised N46MB to update N5891J search with R60.
- 1725 After N46MB checked on R60 frequency on a one one zero heading, R60 updated N46MB suggested heading to one five zero.
- 1728 R60 updated N46MB of N5891J possible last position in relation to his location. N46MB informed R60, N5891J not in sight and no audible Emergency Locator Transmitter (ELT). R60 acknowledged.
- 1730 R14 position relief briefing included N5891J unusual situation.
- 1751 R60 solicited N6611W to monitor GUARD frequency for an ELT, with no response.
- 1752 R60 again broadcasted for N6611W to monitor GUARD frequency for an ELT. N6611W acknowledged.
- 1755 R60 solicited N6611W to monitor for an ELT.
- 1758 R60 questioned N6611W if received ELT over GUARD frequency.
- 1759 N6611W informed R60 of a not perfect ELT. R60 acknowledged.
- 1801 R60 position relief briefing mentioned N5891J unusual situation.
- 1811 R60 solicited N2619Q to monitor GUARD frequency for an ELT. N2619Q informed R60 of a negative ELT signal on GUARD frequency.
- 1812 ZME Watch Desk (WD) communicated with the Fayetteville County Sheriff's Department, Lincoln County Sheriff's Department, the Giles County Police Dispatch, and LEIDOS Flight Service in an attempt to assist with Search and Rescue. WD forwarded lat/long information as well as potential locations of the crash site to the Search and Rescue Unit and made calls to the Domestic Events Network, the Regional Operations Center, the Joint Safety Event Network, and the ZME Acting Air Traffic Manager.
- 1840 ALNOT cancelled.



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Memphis ARTCC (ZME)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

Block 12. ATO Personnel Involved, Continued.

Dustin Surratt (DS), ZME ARTCC, 5OSC O

Paul Hanna (HA), ZME ARTCC, WSIC O

Steven Williams (SX), ZME ARTCC, WSIC O

No More Follows