

APPENDIX A: SAR NARRATIVE

IFR Flight Plan

An advancing cold front had created a large area of clouds across the eastern plains of New Mexico and extreme western Texas. Many locations were reporting IFR ceilings. The forecast for the area showed little improvement until the slow moving front passed by.

The pilot of N2811H, a Piper Cherokee, had to make a flight; an important business meeting in Albuquerque had been scheduled at the last minute. The pilot felt that flying in a rental would be easier than trying to get a ticket on an airline. Licensed and current in IFR operations, the pilot was confident in his abilities for a long cross-country flight. The flight across New Mexico would take N2811H along V402 to Tucumcari (TCC), then V12 to Albuquerque (ABQ).

Shortly after N2811H turned west onto V12, the Albuquerque Center (ZAB) sector controller noticed that the data block for N2811H was blinking erratically. Then it disappeared completely. Attempts to contact the aircraft by radio were unsuccessful. The sector controller notified the supervisor. The supervisor then advised the area manager in charge of operations. An emergency was declared, and an ALNOT was issued to notify all affected Air Traffic facilities of the disappearance of N2811H.

The ALNOT started an immediate communication search of all airports and Air Traffic facilities between TCC and ABQ. ABQ AFSS made many phone calls to all the small airports scattered across the eastern plains of New Mexico. The RCC alerted the Civil Air Patrol (CAP), who then alerted pilots and observers for air searches. Cannon AFB was also alerted. The State Highway Patrol was notified, as were county sheriff's offices along the route. A vast army of people had been formed in a short period, all looking for N2811H. Traffic files and flight lines were checked. Deputies and troopers kept their eyes open while patrolling their areas. Controllers in different facilities listened for that important call sign to call.

Approximately 35 minutes after the ALNOT went out, ABQ AFSS received a phone call on its 800 briefing line. The pilot of N2811H reported that he was safely on the ground at Sandia Airpark (NM51). An electrical failure had shut down the instruments, radios, and transponder. Flying above the clouds, the pilot used the magnetic compass, charts, and a cool head to continue west. Breaks in the clouds revealed an airport. The pilot carefully descended through the break and landed safely.

ABQ AFSS immediately sent this information to ZAB. With the aircraft located, ZAB canceled the ALNOT. The word was spread among those searching, and people went back to their normal routines.

APPENDIX B: AIP253 (ALPINE TWO FIFTY THREE) NTSB ACCIDENT REPORT

NTSB Report (SEA08FA062), Aircraft Accident 01/14/2008.

Aircraft: Hawker Beechcraft Corporation 1900C, operated by Alpine Aviation Inc., callsign Alpine (AIP) 253.

Other parties involved in the report:
Honolulu Control Facility (HCF)
Aloha Airlines (AAH) 917 (B737)

On January 14, 2008, at 0508 Hawaiian standard time, AIP253 (N410UB, B/190) was lost from radar over the ocean about 6.5 nautical miles south of the Lihue (Lie-**who**-we) Airport, Lihue, Hawaii, located on the island of Kauai. AIP253 was operating as an on-demand cargo flight, under the provisions of FAR Part 135. The airline transport pilot, who was not located, is presumed to have been killed, and the airplane was destroyed. Night visual meteorological conditions prevailed, and an IFR flight plan had been filed. The flight departed PHNL, Honolulu, Hawaii, on the island of Oahu, at 0443, and was scheduled to arrive at Lihue about 0515.

AIP253 contacted the HCF controller at 0443:23, and was later advised to climb to 10,000 feet mean sea level.

At 0453:50, the flight crew of AAH917 contacted the HCF controller and advised that they were climbing to 12,000 feet, and they could see the Beech 1900. (*Traffic may have been issued prior the beginning of the transcript.*) They were advised to maintain visual separation with the Beech 1900, and cleared to proceed direct to Lihue.

At 0454:24, the AAH917 flight crew requested to level off at 14,000 feet. About 4 minutes later, AIP253 was instructed to descend at pilot discretion and maintain 2,000 feet. The controller verified that the pilot had Lihue weather, and provided him with the current altimeter setting. A few seconds later, the controller advised AIP253 that he had traffic overtaking him and that he should expect a visual approach to follow the traffic.

At 0459:50, the HCF controller began providing a relieving controller a position relief briefing. After the relieving controller advised he had no questions about the briefing, the controller being relieved transferred control of the position. At 0501:08, the HCF controller instructed AIP253 to maintain 6,000 feet, and the pilot acknowledged. About 6 seconds later, the controller asked AAH917 if they still had visual contact with the AIP253 B1900 and the AAH 917 crew indicated, "Yes, sir, he's, ah, no factor." AAH917 was then cleared to 2,000 feet and told to maintain visual separation with AIP253.

At 0502:39, the HCF controller advised the AAH917 crew to report the field in sight. The flight crew replied that they had visual contact with the airport. The HCF controller then cleared AAH917 for a visual approach into Lihue airport, terminated radar services, and instructed the flight crew to change to the advisory frequency and report on the ground.

APPENDIX B: AIP253 (ALPINE TWO FIFTY THREE) NTSB ACCIDENT REPORT (Continued)

At 0503:30, the HCF controller instructed AIP253 to, "Follow the Boeing 737, cleared visual approach to Lihue airport. Radar service terminated. Change to advisory frequency approved and report on the ground please." A few seconds later, the pilot replied, "OK, we'll follow him in visual approach and, ah, we're switching (unreadable). So long."

At 0506:53, the HCF sector 2 (R2) controller called the sector 3 (R3) controller stating that he was monitoring the sector frequency and was ready to receive a position briefing in order to separate the two sectors. The R3 controller indicated that there were two visual approaches at Lihue.

At 0507:26, according to radar data, the minimum safe altitude warning (MSAW) aural and visual alarms activated on AIP253 on the R3 controller's radar display for 32 seconds. The controller was not in contact with the pilot when the warning occurred, so the pilot was not advised of the MSAW alert. Thirteen seconds later, AAH917 canceled IFR. At 0507:58, AIP253 was lost from radar about 6.5 miles south-southeast of the airport, and the radar data showed an altitude of minus 100 feet mean sea level. At 0515:17 and 0518:06, the R2 controller attempted to reestablish contact with the pilot, but was unsuccessful.

The AAH917 flight crew submitted a written statement. During their approach to landing, they heard Alpine Air come on the frequency and communicate his position from Lihue as, "15 southeast of the airport." The first officer later heard a position report from Alpine Air reporting, "...about 7 miles from the airport." There was no distress call on the frequency, nor was there any indication that there was a problem.

At 0534:06, when AAH917 contacted air traffic control for departure, the captain said, "They asked us to look for a Beechcraft on the ground because they were still waiting for a cancellation from the AIP253." The captain reported that they saw an aircraft that *appeared* to be a Beechcraft on the ramp in the distance. The HCF controller *assumed* this was AIP253, cancelled that flight plan, and issued a departure clearance to AAH917.

At 0623, the Alpine Air assistant chief pilot was notified that the airplane had not arrived in Lihue. He contacted HCF to ask about the whereabouts of the airplane. The HCF controller advised him that the flight plan had been canceled at 0515.

The assistant chief pilot then confirmed with the Lihue ground crew that the airplane was not on the ground. He contacted HCF and advised them that the airplane had not arrived at Lihue. HCF then reported that the AAH917 flight crew had confirmed that the airplane was on the ground so the clearance was canceled, but that they did not receive a cancellation directly from the accident pilot. The assistant chief pilot then advised HCF to contact the Coast Guard and Lihue fire rescue.

**APPENDIX B: AIP253 (ALPINE TWO FIFTY THREE) NTSB ACCIDENT
REPORT (Continued)**

The Coast Guard indicated that debris from an airplane was initially identified floating on the ocean surface at 0848, approximately 11 miles south-southwest of the airport. The water depths in the search area were up to 4,800 feet. The Coast Guard discontinued the search a day later on the afternoon of January 15.