



Federal Aviation Administration

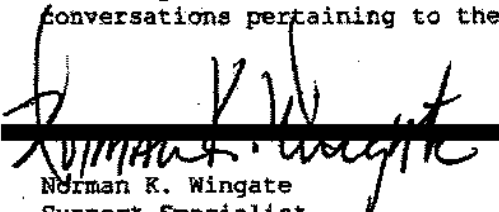
Memorandum

Date: March 06, 2012
To: Aircraft Accident File JAX-ATCT-0183
From: Jacksonville Airport Traffic Control Tower
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N5016M
Green Cove Springs, FL, December 26, 2011

This transcription covers the Jacksonville Airport Traffic Control Tower (ATCT) E DR position for the time period from December 26, 2011, 1044 UTC, to December 26, 2011, 1444 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
B06, N5016M	N5016M
Jacksonville ATCT, East Departure Radar	E
Jacksonville Sheriff's Helicopter	AHK7

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N5016M.


Norman K. Wingate
Support Specialist
Jacksonville ATCT

1044
(1045-1048)
1049
1049:48 N5016M jax approach ah helicopter one six four mike

1049:54 E helicopter one six four mike jax

1049:56 N5016M one six four mike just wanted to check assuming twenty nine oh three and four are closed tonight

1050:04 E helicopter six four mike affirmative ah restricted areas twenty nine zero three and twenty nine zero four are cold

1050:16 N5016M ah one six mike thank you
1051
(1052-1423)
1424
1424:04 AHK7 jax approach from air hawk seven

1424:07 E air hawk seven jax approach

1424:09 AHK7 yes sir air hawk seven off craig passing through one thousand three hundred do you have any (unintelligible) the previous controllers had a ah gave provided flight following to the ah bell two oh six come off mayo enroute to gainesville early this morning about five thirty

1424:26 E air hawk seven your transmissions really broken you're asking about flight following to someone but i couldn't get the call sign try it again

1424:34 AHK7 inquiring if you provided flight following to a ah bell two oh six earlier this morning around five thirty from the mayo clinic to gainesville

1424:44 E um do you have an actual call sign

1424:48 AHK7 ah believe it the end of it may be sierra kilo

1424:54 E alright i'll check if you want to stand by a moment

1424:56 AHK7 roger that
1425

1425:29 E air hawk seven uh we have no record of having worked him or provided flight following at this time

1425:35 AHK7 okay roger that it would have been from the ah the mayo clinic probably direct shands gainesville and ah if you could give us flight following we're on that track it's gonna be a missing aircraft that we're looking for

1425:50 E air hawk seven roger you are radar contact about ah five miles southeast of navy jax and maintain v f r keep me advised of any changes

1425:58 AHK7 air hawk seven roger

1426

1427

1427:10 E air hawk seven ah if you could get a ah little more on the call sign it might help us narrow it down an do the search whether or not there's anything you say it should be ending in sierra kilo

1427:26 AHK7 air hawk seven uh it may not have been we'll uh we'll do a little check and let you know something here shortly

1427:32 E alrighty

1427:33 AHK7 thank you

1428

(1429-1431)

1432

1432:08 AHK7 jax approach from air hawk seven

1432:10 E go ahead

1432:11 AHK7 the over due aircraft could be five zero one six mike

1432:16 E yeah that was the same call sign they were mentioning somebody had asked about earlier today and we have no record of the five zero one six mike did he go under a life guard call sign perhaps

1432:27 AHK7 yeah he should have ah but we don't have that at this time

1432:31 E okay ah we're looking at ah all the lifeguards that have been worked in as well as any of the other common uh lifeflight type call signs that we get

1432:40 AHK7 okay roger that thanks

1432:49 E and you guys are pretty good about the time uh five thirty this morning

1432:54 AHK7 uh affirmative for air hawk seven yes sir

1433

(1434-1437)

1438

1438:04 E air hawk seven contact jax approach one two one point three

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1438:08 AHK7 one two one point three air hawk seven thanks for your
help

1438:11 E you bet
1439
(1440-1443)
1444

End of Transcript