



Federal Aviation Administration

Memorandum

Date: April 8, 2009

To: Aircraft Accident File ZDC-ARTCC-0225


From: Washington Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N815MA
Wilmington, NC, January 04, 2009

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) LIB R position for the time period from January 04, 2009, 0629 UTC, to January 04, 2009, 0726 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Citation, N815MA	N815MA
Liberty Radar R27	R27
Jacksonville ARTCC	ZJX

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N815MA.


Glen Trautner
Support Specialist Safety Office
Washington ARTCC

0629
(0630-0633)
0634
0634:03 N815MA wash center november eight mike alpha eight one five
mike alpha with you descending to five thousand

0634:10 R27 november eight one five mike alpha washington center
roger wilmington altimeter three zero one three do you
have the wilmington weather

0634:16 N815MA negative go ahead

0634:18 R27 say again

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0634:20 N815MA go ahead with the weather

0634:25 R27 the wilmington zero five five three observation winds
two seven zero at four visibility one half mile with fog
overcast one hundred temperature one zero dew point one
zero altimeter three zero one three

0634:39 N815MA *(how far are you)

0634:41 R27 type appro ah towers gone home for the night left the i
l s to runway two four up

0634:48 N815MA alright runway two four

0634:52 R27 november eight one five mike alpha you want vectors for
the i l s

0634:56 N815MA affirm

0634:59 R27 for eight one five mike alpha fly heading zero two five

0635:03 N815MA heading zero two five mike alpha
0636
(0637-0639)
0640

0640:58 R27 november eight one five mike alpha descend and maintain
three thousand

0641:03 N815MA *(descend and maintain) three thousand mike alpha
0642
0643

0643:22 R27 november eight one five mike alpha fly heading of ah
three six zero

0643:26 N815MA three six zero five mike alpha
0644

0644:41 R27 november eight one five mike alpha descend and maintain
two thousand fly heading of three three zero

0644:49 N815MA descend and maintain two thousand heading three three
zero mike alpha
0645

0645:05 R27 november eight one five mi mike alpha you're six point

five miles to the east northeast of the wilze outer
marker fly heading two six zero intercept the localizer
report established

0645:16 N815MA heading two six zero and report established on the
localizer mike alpha
0646

0646:42 R27 november eight one five mike alpha change to my
frequency on one three five point seven five

0646:50 N815MA thirty five point seven five mike alpha

0646:58 N815MA and mike alpha with you established on the localizer

0647:01 R27 november eight one five mike alpha roger cleared the i l
s runway two four approach to the wilmington airport
washington center radar services are terminated ah
advise cancellation on this frequency or your down time
through flight service

0647:14 N815MA mike alpha roger cleared for the i l s two four *(we
cancel flight) right now

0647:19 R27 you say you want to cancel now or you gonna cancel when
you get in

0647:23 N815MA i i cancel when i get in

0647:24 R27 roger thank you
0648
0649
0650

0650:23 N815MA approach november eight one five mike alpha on the
missed approach

0650:26 R27 november eight one five mike alpha wilmington altimeter
three zero one three say your intentions

0650:34 N815MA ah we gonna do shoot another approach

0650:36 R27 you're gonna shoot another approach

0650:37 N815MA affirm

0650:44 R27 okay do you want me to vector you back around or you just going back direct wilze

0650:49 N815MA we going back ah ourself

0650:50 R27 roger ah november eight one five mike alpha climb and maintain three thousand you're cleared direct wilze when able

0651:00 N815MA climb and maintain three thousand mike alpha

0651:51 N815MA ah approach november eight one five mike alpha

0651:53 R27 go ahead

0651:54 N815MA yeah the lights on the runway are on or we have to turn it on

0651:58 R27 well they said they were leaving the rights lights on for i l s runway two four

0652:03 N815MA alright thanks

0652:06 R27 november eight one five mike alpha i haven't had anyone in for over an hour and they said they had to go all the way down to minimums before they got the lights and that was when ah the ceiling was reported overcast at three hundred

0652:09 N815MA and ah how far is it

0652:18 N815MA thank you

0652:31 R27 and november eight one five mike alpha i don't know if it matters to you but the albert ellis weather is much better

0652:41 R27 let me see let me tell ya give you a mileage here

0652:45 N815MA ah we have to do customs we have to land here

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0652:48 R27 roger the albert ellis is ah airport is ah thirty six miles north

0652:57 N815MA okay we ah we gonna try to shoot another approach
0653

0653:14 N815MA ah we gonna start another approach ah *(eight mile course)

0653:17 R27 november eight one five mike alpha roger report established

0653:20 N815MA report established

0653:21 R27 for november eight one five mike alpha say you say you are established

0653:25 N815MA i'll report established

0653:26 R27 roger thank you

0653:41 R27 and november eight one five mike alpha do not go below one thousand eight hundred there

0653:48 N815MA mike alpha
0654

0654:53 R27 november eight one five mike alpha are you established on the approach

0654:56 N815MA mike alpha

0654:58 R27 was that a roger
0655

0655:03 N815MA stand by

0655:21 N815MA mike alpha's established

0655:22 R27 november eight one five mike alpha you're cleared the i l s two four approach to the wilmington airport radar services are terminated ah if you come up missed this frequency otherwise your down time through flight service or this frequency

0655:58 N815MA okay *(we gonna try the last one)
0656

0656:02 R27 november eight one five mike alpha say again
0657

0657:32 R27 november eight one five mike alpha wilmington altimeter
three zero one three say intentions

0657:37 N815MA i'm gonna shoot another approach

0657:39 R27 okay sir you're cleared direct wilze maintain at least
one thousand eight hundred til established on the
approach

0657:45 N815MA one thousand eight hundred (unintelligible)
unintelligible) approach mike alpha
0658
0659
0700

0700:04 R27 november eight one five mike alpha you must maintain one
thousand eight hundred til you're established on the
approach show you five hundred foot low

0700:13 N815MA mike alpha roger
0701

0701:53 R27 november eight one five mike alpha are you established
on the approach

0701:56 N815MA mike alpha established

0701:57 R27 november eight one five mike alpha you're cleared the i
l s two four approach to wilmington
0702

0702:02 N815MA mike alpha cleared for the i l s approach
0703
0704

0704:30 N815MA eight one one mike alpha we have an emergency one engine
out

0704:34 R27 november eight one five mike alpha roger can you make it
to albert ellis

0704:38 N815MA how far can you give me a vector right away

0704:41 R27 ah fly heading of ah zero one zero

0704:44 N815MA zero one zero

0704:45 R27 roger it's thirty six miles north of wilmington

0704:49 N815MA ah we can not do this we are we have low fuel

0704:55 R27 sir that's the only other airport i have besides wilmington

0705:00 N815MA can you give me vectors back to the opposite runway

0705:04 R27 vectors for runway three five

0705:06 N815MA yes yes

0705:11 R27 november eight one five mike alpha say your heading

0705:16 N815MA zero seven zero

0705:18 R27 zero six zero

0705:20 N815MA right now turning to zero six zero

0705:22 R27 november eight one five mike alpha if you want vectors to runway three five ah turn to the left fly heading of ah two five zero

0705:35 N815MA two five zero

0705:38 N815MA we got low fuel we got no fuel

0705:47 R27 november eight one five mike alpha the wilmington
0706 airport is one o'clock one to two o'clock and one mile

0706:01 R27 november eight one five mike alpha the wilmington
airport is in your three o'clock three to four o'clock
position less than a mile

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0706:18 R27 november eight one five mike alpha the wilmington
airport is in your five o'clock position and two miles

0706:24 N815MA roger ma'am

0706:26 N815MA can you give me heading

0706:28 R27 november eight one five mike alpha fly heading two four
zero

0706:33 N815MA two four zero

0706:45 N815MA (unintelligible) go to far

0706:46 R27 november eight one five mike alpha fly heading of one
eight zero

0706:50 N815MA zero

0706:54 R27 november eight one five mike alpha south of the
wilmington airport there are some obstructions around
three hundred feet i'm not sure how far south of the
airport those obstructions are fly heading of one five
zero

0707:21 R27 november eight one five mike alpha fly heading of zero
nine zero

0707:25 N815MA zero nine zero

0707:40 R27 november eight one five mike alpha fly heading zero
seven four that should line you up with the airport
heading zero seven four

0707:48 N815MA seven four

0708:00 R27 november eight one five mike alpha show you
approximately three miles southwest of the airport

0708:11 R27 november eight one five mike alpha the airport is two
and a half miles

0708:16 R27 eight one mike alpha heading zero six one two point four miles

0708:22 N815MA (unintelligible)

0709:00 R27 november eight one five mike alpha show the airport one o'clock less than a mile

0709:08 R27 twelve to one o'clock sir

0709:15 R27 november eight one five mike alpha show the airport twelve o'clock half a mile

0709:20 N815MA mike al

0709:29 R27 november eight one five mike alpha show you directly over the airport

0709:33 N815MA mike
0710

0710:13 R27 november eight one five mike alpha do you have the airport

0710:31 R27 november eight one mike five mike alpha radar contact lost how do you read the center
0711

0711:04 R27 november eight one five mike alpha how do you read center

0711:14 R27 november eight one five mike alpha how do you read center
0712
0713

0713:44 R27 november five mike alpha washington center
0714

0714:09 R27 citation five mike alpha wash
0715

0715:43 R27 november eight one five mike alpha do you read center
0716
(0717-0718)
0719

0719:34 ZJX sampson eighty seven line

0719:44 R27 and who you calling

0719:45 ZJX ah sampson low

0719:46 R27 sampson yeah go ahead

0719:46 ZJX yeah november eight one mike alpha we gave you a little while ago for an approach he didn't make it

0719:50 R27 we're not sure

0719:51 ZJX you're not sure yet

0719:53 R27 no he's ah he tried several times vectored him around he was lost ran out of gas lost one engine and then was running out now we're not talking to him any more so we're starting the search procedures

0720:00 ZJX okay

0720:01 R27 alright we'll let you know
0721
(0722-0725)
0726

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.