

ZJX-ARTCC-0192
N8165W



Federal Aviation Administration

Memorandum

Date: January 26, 2006

From: Jacksonville ARTCC

To: Aircraft Accident File ZJX-ARTCC-0192

INFORMATION: Partial Transcript
Aircraft Accident; N8165W
Dawson, GA., January 1, 2006

This transcription covers the Jacksonville ARTCC Albany Radar Control Position for the time period from January 1, 2006, 1830 UTC, to January 1, 2006, 2015 UTC.

Agencies Making Transmissions

Jacksonville ARTCC, Albany Radar Control Position
Beech Baron N8165W
Jacksonville ARTCC, Albany Radar Control Position
(relieving specialist)
Albany FCF-ATCT
General Aviation Aircraft N520GS
Cairns AAF RAPCON
Atlanta Large TRACON, Macon Approach Control Sector
Atlantic Southeast Airlines, Inc., Flight 287
General Aviation Aircraft N77WM

Abbreviations

R12
N8165W

R12R
ABY TWR
N520GS
OZR APCH
MCN APCH
CAA287
N77WM

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N8165W.

[REDACTED]
Dennis L. Perkins
Quality Assurance Program Specialist
Jacksonville ARTCC

ZJX-ARTCC-0192
N8165W

Page 2 of 16

1830

1831

1832

1833

1834

1835

1835:32	R12	attention all aircraft atlanta center weather two zero two valid until one niner two five from columbus to twenty miles north of albany thirty five miles northwest of monroe to uh columbus area of isolated embedded level four and five thunderstorms max tops to uh flight level three five zero moving from two four zero thirty five knots expect little change in coverage and intensity uh through nineteen twenty five for additional information contact hiwas flight watch or flight service frequency
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1835:55	N8165W	jax centers uh baron eight one six five whiskey at eight *(thou) nine thousand
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1836:00	R12	baron eight one six five whiskey jax center roger the albany altimeter three zero zero one
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1836:05	N8165W	three zero zero one three five whiskey
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1836:08	R12	november six five whiskey advise *(you have) weather at moultrie and say type of approach requested
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1836:13	N8165W	six five whiskey
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1837

1837:26	N8165W	approach six five whiskey
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1837:29	R12	november eight one six five whiskey go ahead
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1837:31	N8165W	uh we have the weather i think we'll do runway v o r two two and we'd like to get lower if we could
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1837:37	R12	six five whiskey roger have your request for lower standby
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ZJX-ARTCC-0192
N8165W

Page 3 of 16

1838		
1839		
1839:45	R12	*(november) six five whiskey descend and maintain five thousand
1839:49	N8165W	down to five thousand six five whiskey
1840		
1841		
1842		
1843		
1844		
1844:22	R12	*(november) six five whiskey for verification you said uh v o r to runway two two
1844:26	N8165W	that's affirm
1844:27	R12	*(rodge) thank you
1844:30	N8165W	can we get any lower for six five whiskey
1844:33	R12	november six five whiskey descend and maintain four thousand
1844:37	N8165W	down to four six five whiskey
1845		
1846		
1847		
1848		
1848:14	R12	november six five whiskey expect lower in twenty miles
1848:17	N8165W	five whiskey
1849		
1850		
1851		
1852		
1853		
1853:39	R12	attention all aircraft around albany charlie is now current on the atis
1854		
1855		
1856		
1857		

ZJX-ARTCC-0192
N8165W

Page 4 of 16

1857:58	N8165W	and approach six five whiskey looking for lower
1858:04	R12	november six five whiskey standby
1858:14	R12	november six five whiskey maintain at or above two thousand cleared localizer runway two two uh correction v o r runway two two moultrie
1858:23	N8165W	down to two and cleared for the v o r at two two into moultrie six five whiskey
1859 1900 1900:04	R12	november six five whiskey maintain uh two thousand five hundred
1900:08 1901 1902 1902:08	N8165W	okay we'll level at two point five six five whiskey
1902:08	R12	november six five whiskey maintain at or above two thousand until moultrie cleared to approach
1902:12 1903 1904 1905 1905:34	N8165W	*(cleared for) approach six five whiskey
1905:34	R12	november eight one six five whiskey radar service terminated contact or uh report your cancellation this frequency if unable through macon flight service change to advisory is approved good day
1905:43 1906 1907 1908 1909 1910 1910:13	N8165W	five whiskey
1910:13	N8165W	jax center baron eight one six five whiskey
1910:16	R12	eight one *(five) six five whiskey go ahead

ZJX-ARTCC-0192
N8165W

Page 5 of 16

1910:18	N8165W	uh yeah just a little too low there couldn't get in we need an alternate
1910:24	R12	november eight one six five whiskey roger radar contact climb and maintain three thousand and uh you want to go to albany and try to get in over there
1910:30	N8165W	you know what the weather is there at albany
1910:33	R12	uh standby let's see what the computer says we got uh albany's eighteen fifty three automated *(wind) observation wind one four zero at five knots visibility three quarter of a mile broken uh fog overcast at a hundred feet and uh temperature one nine dew point one seven
1910:52	N8165W	they have an i l s into albany right
1910:54	R12	yes they do
1910:55	N8165W	we'll take vectors to the i l s
1910:57	R12	november eight one six five whiskey climb and maintain uh three thousand and fly heading of three zero zero radar vectors for i l s to four
1911:05	N8165W	up to three thousand and three zero *(zero) (unintelligible)
1911:45	R12	november eight one six five whiskey climb and maintain four thousand
1911:48	N8165W	up to four thousand six five whiskey
1912		
1913		
1913:06	R12	attention all aircraft uh convective uh hazard weather information convective sigmet six eastern valid until one niner five five zulu for georgia and alabama and convective sigmet seven eastern from uh for georgia and alabama for additional information contact hiwas flight watch or inflight service frequencies

1914

1915

1916

1917

1918

1918:29 R12 *(november) eight one six five whiskey descend and maintain three thousand

1918:32 N8165W down to three six five whiskey

1919

1919:24 R12 all right d you're coming to the r you know the picture for the most part about the weather deviations bad rides everywhere not rides just everybody is wanted to deviate for this weather uh big story charlie i l s' to four at albany and there's your darc check your status sector equipment set darcs aligned for the sectors twenty seven over here configuration for this over here is valdosta approach's airspace when they're open *(what)

1919:49 R12R *(uh huh)

1919:50 R12 waycross' portion owns baxley has it and then they also have eleven and up elsewhere waycross is open also they're split you following all that (unintelligible)

1920

1920:15 R12 i don't think he got uh mikee four is been issued just has not been put in and there

1920:34 R12 all right deviations abound but uh altitude limits weather like we talked about just and its all associated with that stuff up there flow we don't have any except ski country and atlanta now twenty in trail for us restrictions special operations missions and altraves moas everything's cold and uh traffic deviating direct lagrange when able uh climbing to two three zero direct little rock and *(we'll) (unintelligible)

1920:57 N8165W and approach three eight six five whiskey would like to cut it in *(kinda) short we're running a little low on fuel

1921:03 R12 november six five whiskey roger

ZJX-ARTCC-0192
N8165W

Page 7 of 16

1921:16	R12	and p v d is on seventy nine for him
1921:20	R12	deviating direct apalachicola and gone
1921:22	R12R	okay
1921:23	R12	climbing to nineteen deviating and *(he's to be) shipped now you heard about him low running low
1921:26	R12R	right all right
1921:27	R12	he's on a tight anyway right now as you saw questions
1921:31	R12R	nope
1921:31	R12	*(all right)
1921:42	R12R	november six five whiskey fly heading three four zero
1921:45	N8165W	three four zero six five whiskey
1922		
1922:08	R12R	november six five whiskey descend and maintain two thousand two hundred
1922:12	N8165W	two thousand two hundred six five whiskey
1923		
1923:37	R12R	november six five whiskey four miles from putny fly heading uh zero one zero maintain two thousand two until established cleared i l s runway four
1923:45	N8165W	cleared i l s four six five whiskey

ZJX-ARTCC-0192
N8165W

Page 8 of 16

1924		
1924:20	R12R	tower approach forty
1924:23	ABY TWR	tower go ahead
1924:24	R12R	you got the inbound on six five whiskey
1924:25	ABY TWR	yeah i've got him
1924:26	R12R	okay uh just to let you know he missed an approach down at moultrie and he said he is running a little bit slim on fuel now
1924:31	ABY TWR	okay then thank you and he's got charlie right
1924:32	R12R	(unintelligible) *(he is uh) yes
1924:34	ABY TWR	okay thanks *(m c)
1924:35	R12R	*(p j)
1925		
1925:31	R12R	*(november) six five whiskey radar service terminated contact alban y tower one two zero point two five
1925:34	N8165W	twenty zero five six five whiskey
1926		
1927		
1928		
1928:26	ABY TWR	albany low tower five forty
1928:32	R12R	albany
1928:32	ABY TWR	it looks like this guy is turning out can you see that he's not talking to me yet but he's not going to make this approach

ZJX-ARTCC-0192
N8165W

Page 9 of 16

1928:37	R12R	wow yeah i switched him to your frequency outside of putny and i see him turning
1928:41	ABY TWR	no i've got him i've got him i'm sorry i (unintelligible) i didn't mean it like that he just hadn't told me yet but he's already turned out so
1928:44	R12R	oh
1928:46	R12R	okay i see that (unintelligible)
1928:48	ABY TWR	he'll be coming to you in just a moment
1928:49	R12R	okay
1928:50	ABY TWR	m c
1929 1930:00	N8165W	and approach this baron eight one six five whiskey *(missed)
1930:06	R12R	november eight one six five whiskey center go ahead
1930:08	N8165W	yeah i need uh airport *(uh that's) clear if you got anything nearby fuel is running low
1930:16	R12R	six five whiskey okay standby let me see what i can find
1931 1931:04	N8165W	and approach six five whiskey
1931:06	R12R	six five whiskey go ahead sir
1931:08	N8165W	*(sir) i need an airport fairly quick here i'm about running low on fuel

ZJX-ARTCC-0192
N8165W

Page 10 of 16

1931:12	R12R	november six five whiskey roger can you tell how much uh you have in time
1931:17	N8165W	uh negative *(i've) probably fifteen minutes
1931:20	R12R	okay i'm i'm checking all the uh the nearest weather sequences that i can find uh i've got valdosta is uh showing twenty eight hundred feet broken with uh ten miles visibility but that's going to take you more than fifteen minutes i think to get there
1931:36	N8165W	*(anything) else closer
1931:40	R12R	six five whiskey uh maintain two thousand feet you are radar contact two thousand is the lowest as i can go there and do you uh have ground contact where you are now
1931:49	N8165W	negative six five whiskey
1931:54	N520GS	control cirrus five two zero golf sierra we've got nexrad metars onboard if you give me an airport that he's close to i can give you some ceilings
1932:07	R12R	zero golf sierra okay i uh don't really uh know what you can get but uh the nearest airport to him is going to be dawson which is sixteen juliet
1932:15	N520GS	yeah i'll check sixteen juliet b g e bainbridge i got one nine zero at eight ten statue mile overcast eight hundred
1932:36	R12R	november eight one six five whiskey uh fly heading of three zero zero we're going to head you up towards the uh dawson airport and see how that looks for you it's only uh ten miles out
1932:46	N8165W	three zero zero six five whiskey

ZJX-ARTCC-0192
N8165W

Page 11 of 16

1932:50	N8165W	that's dawson six five whiskey
1932:53	R12R	yes sir dawson georgia sixteen juliet
1933		
1933:46	R12R	november eight one six five whiskey albany altimeter is three zero zero zero and uh are you maintaining two thousand feet
1933:51	N8165W	we're at two point five six five whiskey
1933:54	R12R	six five whiskey roger descend and maintain two thousand
1933:56	N8165W	*(down to two) six five whiskey
1934		
1934:01	OZR APCH	albany cairns forty four
1934:08	R12R	albany
1934:09	OZR APCH	i got an aircraft that's going to check the uh asos at blakely and marianna let me know what it is
1934:12	R12R	okay thank you
1934:13	OZR APCH	i'll call you
1934:14	R12R	*(p j)
1934:32	MCN APCH	albany low
1934:33	R12R	albany
1934:34	MCN APCH	how about cordele for that guy that's low on fuel can he make that

ZJX-ARTCC-0192
N8165W

Page 12 of 16

1934:39	R12R	uh he could probably make it up there to cordele but i'm showing cordele in the weather right now
1934:43	MCN APCH	*(well see we're) well we're showing the weather north of it and for him to *(do) go into americus he'd go right through the weather
1934:50	R12R	right okay all right thanks
1934:51	MCN APCH	*(all right)
1934:52	R12R	*(p j)
1934:56	N8165W	and approach what did you say the weather was there
1935		
1935:01	R12R	eight one six five whiskey i don't get the uh weather sequence out of dawson uh i'm just trying to head you towards uh the nearest airport
1935:10	N8165W	six five whiskey
1936		
1936:08	R12R	november eight one six five whiskey uh there is a g p s approach into dawson do you want to uh shoot that approach
1936:15	N8165W	uh negative i just need to get down right now
1937		
1937:12	R12R	november eight one six five whiskey the dawson airport twelve o'clock and five miles let me know if uh you see a hole or uh get some ground contact
1937:19	N8165W	*(six five whiskey)
1938		
1938:58	R12R	november eight one six five whiskey do you have the field yet twelve o'clock and a mile

ZJX-ARTCC-0192
N8165W

Page 13 of 16

1939:02	N8165W	negative
1940		
1940:49	R12R	november eight one six five whiskey how's it look
1941		
1941:07	R12R	november eight one six five whiskey center
1941:20	R12R	november eight one six five whiskey radar contact lost
1942		
1942:25	R12R	november eight one six five whiskey center
1942:31	N8165W	(unintelligible) five whiskey we're trying to get this thing down
1942:35	R12R	eight one six five whiskey okay uh if it's too solid there you don't see any breaks i think your best bet is going to head over to the east
1943		
1943:51	R12R	november six five whiskey jax
1944		
1944:37	R12R	candler two eighty seven contact atlanta center one three four point five
1944:40	CAA287	thirty four five candler two eighty seven any luck with the baron
1944:43	R12R	not yet
1944:46	CAA287	*(good luck)
1944:55	R12R	november eight one six five whiskey center
1945		
1946		
1947		
1947:15	R12R	november eight one six five whiskey uh if you read center please respond
1948		
1949		

ZJX-ARTCC-0192
N8165W

Page 14 of 16

1950		
1950:34	N77WM	seven whiskey mike is uh seven whiskey mike is up twenty five seventy five
1950:39	R12R	seven whiskey mike roger need you to try to relay uh another aircraft see if you can raise november eight one six five whiskey on this frequency
1950:47	N77WM	*(okay) eight one six five whiskey do you read seven whiskey mike
1950:58	N77WM	eight one seven five whiskey do you read seven whiskey mike
1951:08	N77WM	*(look) we're getting no reply either sir
1951:10	R12R	okay thank you
1951:15	R12R	seven whiskey mike uh next question could you monitor one twenty one five let me know if you get *(any) anything
1951:20	N77WM	i'll do that
1951:34	N77WM	this point we're not getting anything on one twenty one five we'll keep uh we'll stay on it and let you know if we hear anything
1951:40	R12R	roger thank you
1952		
1952:29	N77WM	center seven whiskey mike if we pull the squelch out uh we're getting something off in the distance but nothing uh real close to us
1952:36	R12R	seven whiskey mike roger
1952:39	N77WM	are we headed the right direction to intercept where he uh was last heard from

ZJX-ARTCC-0192
N8165W

Page 15 of 16

1953

1954

1955

1955:34 R12R seven whiskey mike jax

1955:36 N77WM whiskey mike go ahead

1955:38 R12R yes sir one more thing uh can you go to unicom frequency one two two point eight and try for that uh eight one six five whiskey one more time

1955:47 N77WM we'll try that

1956

1957:00 N77WM center no luck on that frequency either

1957:03 R12R seven whiskey mike roger thanks for trying

1957:12 N77WM sorry missed that say it again for uh seven whiskey mike

1957:18 R12R uh i was saying said uh thanks for trying

1957:21 N77WM *(okay) sorry we couldn't get him

1957:30 N77WM and the e l t we was hearing faintly uh with the squelch pulled out went away

1957:36 R12R roger thank you

1958

1959

2000

2001

2002

2003

2004

2005

2006

ZJX-ARTCC-0192
N8165W

Page 16 of 16

2007

2008

2009

2009:19 OZR APCH albany *(forty four)

2009:30 R12R albany

2009:31 OZR APCH yes sir do you know how *(many) people on that aircraft

2009:33 R12R no we don't *(i do not)

2009:34 OZR APCH do not okay romeo mike

2009:36 R12R *(p j)

2010

2011

2012

2013

2014

2015

End of Transcript

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