



# DEPARTMENT OF THE NAVY

NAVAL AIR STATION  
22268 CEDAR POINT ROAD  
PATUXENT RIVER, MARYLAND 20670-1154

Naval Air Station Patuxent River TRACON

Date: October 6, 2011

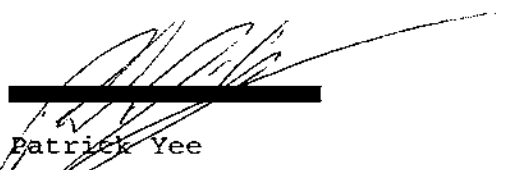
Subject: Transcript Aircraft Accident, N3825K, Smith Island, MD,  
October 2, 2011

---

This transcription covers the Patuxent TRACON Approach Control  
Position for the time period from October 2, 2011, 1905 UTC, to  
October 2, 2011, 1925 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Patuxent Approach Control	A/C
Washington ARTCC Calvert Sector	ZDC(CAL)
Washington ARTCC Cape Charles Sector	ZDC(CCV)
Experimental N519RA	N519RA
Cessna Skyhawk N783SF	N783SF
Cessna Skyhawk N5098E	N5098E
Cirrus N72JE	N72JE
Tecmo GC-1 Swift N3825K	N3825K
Piper Cherokee N2074T	N2074T
Velocity N936RL	N936RL
Beechcraft Bonanza N6900V	N6900V
Gulfstream N1920	N1920
Westwind N36SF	N36SF
Unknown	UNK

I hereby certify that the following is a true transcription of the  
recorded conversations pertaining to the subject aircraft accident  
involving N3825K.

  
Patrick Yee  
RADAR Branch Chief  
Patuxent River TRACON

NHK-A001-2011

N8325K

Page 1 of 21

1905:09	A/C	nine romeo alpha you're radar contact one mile south east of tangier two thousand four hundred
1905:16	N519RA	(static) concur five one nine romeo alpha
1905:24	N519RA	patuxent nine romeo alpha one other request
1905:26	A/C	go ahead
1905:28	N519RA	is it possible for me to go direct to brooke v o r from this position
1905:35	A/C	it is possible v f r
1905:39	N519RA	ok no restricted areas farther up
1905:44	A/C	standby
1905:50	A/C	nope ah if you if you go direct brooke right now you should miss all of the uh restricted areas and the s f r a

  
CERTIFIED COPY

1905:58	N519RA	ok, direct brooke five one nine romeo alpha
1906		
1906:06	A/C	all right november three sierra foxtrot confirm your fifteen miles south west of ocean city one thousand six hundred
1906:14	N783SF	that's correct three sierra foxtrot
1906:18	A/C	three sierra foxtrot you are radar contact say your destination
1906:22	N783SF	oscar november xray three sierra foxtrot
1906:30	N5098E	patuxent cessna five zero nine eight echo passing one thousand three hundred direct harcum
1906:36	A/C	cessna five zero nine eight echo patuxent approach ident
1906:41	N5098E	nine eight echo we're direct colin

1906:58	A/C	nine eight echo you're radar contact one mile west of two whisky six one thousand six hundred
1907		
1907:06	N5098E	nine eight echo
1907:16	A/C	november nine eight echo cleared direct colin join your flight plan route climb and maintain four thousand traffic passing off your nine o'clock for uh two miles two thousand three hundred feet is a p a twenty eight
1907:28	N5098E	nine eight echo is looking for the traffic and we're passing two thousand for four
1907:48	N72JE	patuxent approach november seven two juliet echo with you three thousand enroute
1907:53	A/C	november seven two juliet echo patuxent approach altimeter is two niner eight eight, say your request
1907:55	N72JE	copy two niner eight eight and uh

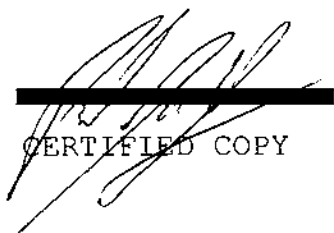
would like to cancel instruments  
at this time and proceed visually

1908:00	A/C	alright two juliet echo i f r cancelation received uh you requesting flight following to the airport
1908:06	N72JE	seven two juliet echo negative we got it
1908:07	A/C	roger radar services terminated frequency change to advisory approved
1908:11	N72JE	seven two juliet echo copy thanks for your help
1909		
1909:27	ZDC (CAL)	patuxent west calvert sixty three line
1909:30	A/C	patuxent
1909:31	ZDC (CAL)	uh if you can see about twenty miles north west of tangier island v f r at two thousand one hundred

NHK-A001-2011  
N8325K

Page 5 of 21

1909:39	A/C	mmmmhmm
1909:39	ZDC (CAL)	is november three eight two five kilo uh he the only thing i did was get a was give him a code because i can't hear him
1909:44	A/C	ok three eight two five kilo
1909:47	ZDC (CAL)	he he is gonna stay v f r he said at two thousand
1909:49	A/C	ok
1909:51	ZDC (CAL)	and just on the two zero zero five
1909:53	A/C	affirmative
1909:54	ZDC (CAL)	alright t m
1909:54 1910	A/C	r h
1910:14	N3825K	patuxent approach uh november three eight two we're two thousand feet looking for flight following to uh whisky thirty two

  
CERTIFIED COPY

1910:23            A/C            november november three eight two  
five kilo patuxent approach  
altimeter is two niner eight eight

1910:31            N3825K            two niner eight eight november  
1911

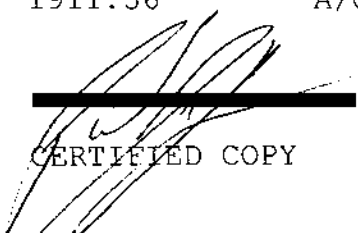
1911:17            A/C            two five kilo say your destination  
again

1911:19            N3825K            uh sir november three eight two  
five kilo destination whisky  
thirty two is declaring emergency  
i have lost power i'm a single  
engine aircraft uh uh (broken)

1911:34            A/C            two five kilo understand you are  
declaring an emergency and uh  
you've lost power right now and  
understand you're going back to uh  
tangier

1911:42            N3825K            sir i uh i don't think i've got  
the range to make it i'm moving to  
the uh right and uh there's an  
island over here

1911:56            A/C            three two kilo affirmative roger  
there's a a island to your right

  
CERTIFIED COPY

1912 about a about uh zero eight zero heading

1912:08 N2074T uh patuxent seven four tango uh can we help at all

1912:11 A/C seven four tango stand by

1912:29 A/C seven four tango negative you're too far away

1912:32 N2074T seven four tango

1912:33 A/C two five kilo you still up

1912:35 A/C november three eight two five kilo patuxent approach

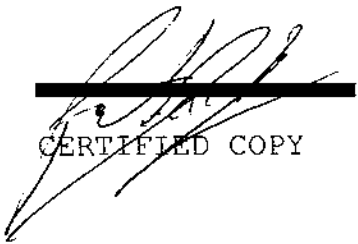
1912:40 N3825K we're still up uh for three eight two five kilo

1912:44 A/C nine romeo alpha uh can you uh give him a hand sir

1912:47 N519RA (static) yes nine romeo alpha



1912:51	A/C	nine romeo heading uh correction nine romeo alpha suggested heading zero six five
1912:56	N519RA	zero six five nine romeo alpha are you gonna launch uh helicopter
1913		
1913:01	A/C	we are two five kilo say type aircraft
1913:09	N519RA	two five kilo is a globe swift this is nine romeo alpha
1913:14	UNK	"unintelligible"
1913:16	A/C	november two five kilo you still up
1913:29	N936RL	approach velocity nine three six romeo lima is ten miles east of tangier if i can be of assistance i've got uh three hours of fuel to go help
1913:45	A/C	six six romeo lima you're about fifteen miles uh away from the aircraft

  
CERTIFIED COPY

1913:53	N936RL	niner three six romeo "unintelligible" don't have other aircraft over
1914		
1914:01	A/C	six romeo lima it's a suggested heading of three one seven to the uh last know point
1914:07	N936RL	niner three six romeo lima is on three one seven at four thousand feet thank you
1914:15	A/C	nine romeo alpha you're probably about you're about five miles from the last known uh position of the aircraft
1914:27	A/C	six romeo lima descend and maintain three thousand
1914:29	N936RL	three thousand five hundred
1914:37	UNK	"unintelligible"
1914:38	A/C	november nine eight echo contact potomac approach one two six point four

1914:42	N5098E	nine eight echo one two six point four
1915		
1915:23	N519RA	patuxent nine romeo alpha
1915:26	A/C	nine romeo alpha patuxent approach
1915:28	N519RA	the last known position would be uh west or east of this island up here
1915:31	A/C	he was west of the island about three miles west of the island
1915:35	N519RA	ok then i'm close right
1915:38	A/C	affirmative
1915:48	N936RL	approach velocity niner three six romeo lima would like to drop down to three thousand five hundred to start looking under the clouds
1915:53	A/C	six romeo lima descend and maintain uh two thousand


1915:58	N936RL	niner three six romeo lima down to two thousand and the uh other aircraft out here what altitude are they at
1916		
1916:02	A/C	they're at nine hundred feet
1916:06	N936RL	niner three six romeo lima we'll stay at two
1916:12	N5098E	patuxent cessna five zero nine eight echo uh very poor communications on one twenty six four you got a different frequency for potomac
1916:18	A/C	nine eight echo stand by
1916:20	A/C	november zero zero victor contact dover approach one three two point four two
1916:25	N6900V	two three point four two for zero zero victor
1916:35	A/C	nine romeo alpha uh your right over the position if you take a uh

NHK-A001-2011  
N8325K

Page 12 of 21

left turn uh he was just north of  
that position where you are now

1916:44	N519RA	nine romeo alpha
1916:50	A/C	november nine eight echo contact potomac approach one three four point seven
1916:54	N519RA	one three four point seven thank you
1916:56	A/C	seven four tango contact Potomac approach one two four point five five
1917:00	N2074T	two four fifty five seven four tango
1917:05	N6900V	approach bonanza zero zero victor i need that frequency again sir
1917:08	A/C	zero zero victor that's uh one three two point four two
1917:12	N6900V	one three two point four two thank you sir

  
CERTIFIED COPY

1917:18	A/C	nine romeo alpha any luck
1917:20	N519RA	negative
1917:24	A/C	roger you're you're past the point where uh where i last saw him at
1917:27	N519RA	ok i'm just going over to the island to see if maybe he got that far
1917:31	A/C	roger
1917:36	N936RL	approach niner three six romeo lima the runway is clear at tangier
1917:42	A/C	six romeo lima roger and uh it wasn't tangier island it's the uh the islands right north of tangier island
1917:52	N936RL	copy niner three six romeo lima did you give him a heading to tangier to land there

1917:56	A/C	negative i didn't give him a heading to tangier he was coming off of tangier
1918		
1918:03	N936RL	copy so he's about uh ten miles north of our position then
1918:06	A/C	affirm about uh about seven six to seven miles north of where you are now
1918:17	N936RL	niner three six romeo lima copies thank you
1918:33	A/C	november nine romeo alpha you still up
1918:40	A/C	november five one nine romeo alpha patuxent approach are you still up
1919:00	A/C	cape charles, patuxent, seven six three line
1919:05	ZDC (CCV)	cape charles
1919:05	A/C	hey you remember that uh November three eight two five kilo that came off tangier

1919:12	ZDC (CCV)	no "unintelligible"
1919:13	N519RA	patuxent five romeo alpha can you hear me now
1919:14	A/C	ok r h
1919:15	ZDC (CCV)	do you have a problem with him
1919:15	A/C	yeah he um i think he went in the water right north of uh tangier
1919:19	ZDC (CCV)	(gasp) ooooh i was not here
1919:22	A/C	yeah ok r h
1919:23	ZDC (CCV)	um i just let us know can you please
1919:25	A/C	wilco wilco
1919:26	ZDC (CCV)	k what was the callsign again



NHK-A001-2011  
N8325K

Page 16 of 21

please

1919:28            A/C            november three eight two five kilo

1919:29            N519RA            patuxent five one nine romeo alpha

1919:30            ZDC (CCV)            ok

1919:33            A/C            nine romeo alpha go ahead

1919:35            N519RA            uh where is the last known  
position from where i am now

1919:38            A/C            your right over it uh if if your  
right over it about a mile north  
of you

1919:43            N519RA            ok i when i go down low you can't  
hear me i'm gonna go down low once  
more then i'll climb back up and  
tell you if i see anything

1919:51            A/C            nine romeo alpha roger

1919:54            N1920            uh patuxent gulfstream one nine

  
CERTIFIED COPY

two zero with you off salisbury  
out of one thousand seven for  
three thousand turning on course

1920:00	A/C	gulfstream one nine two zero patuxent approach ident
1920:04	A/C	alright november six romeo lima uh the last known position of the aircraft is on the uh western side of the island
1920:12	N936RL	western side niner three six romeo lima thanks and one other aircraft is nine hundred feet out here
1920:17	A/C	affirm he's eight hundred now descending back down
1920:21	N936RL	copy niner three six romeo lima
1920:24	A/C	alright november one nine two zero you're radar contact two miles southwest of Salisbury climbin through two thousand seven hundred cleared on course climb and maintain seven thousand
1920:33	N1920	off seven thousand on course for one nine two zero

1920:41	A/C	november three sierra foxtrot unable to affect a handoff with norfolk approach radar services are terminated for further flight following contact norfolk approach one two six point zero five you're about five miles from that boundary
1920:53	N36SF	oh we'll contact norfolk at one two six point six five in about five miles (broken)
1920:58 1921	A/C	one two six point zero five
1921:01	N36SF	two six zero five thank you for your help three six sierra foxtrot
1921:11	A/C	november six romeo lima he was trying to make it to the uh the island uh that your over right now do you see anything on the island
1921:18	N936RL	niner three six romeo lima we're searching now
1921:32	N936RL	approach niner three six romeo lima is off 5 miles west of the

coast of the island there's a uh  
there's a downspout going right  
right now

1921:41            A/C            ok you're saying 5 miles west of  
the islands a downspot right now

1921:46            N936RL            correction a downspout a uh a  
little storm going on west of the  
island

1921:51            A/C            roger

1921:58            A/C            november five one nine alpha  
patuxent approach ya up  
1922

1922:15            A/C            november november one nine two  
zero squawk three six seven five

1922:23            N1920            three six seven five we'll get it  
for ya in here hold on nineteen  
twenty

1922:32            N1920            three six seven five there you go  
for one nine two zero  
1923

1923:04            A/C            november nine romeo alpha  
patuxent approach are you up

  
CERTIFIED COPY

1923:10	A/C	six romeo lima uh you see the other aircraft that's uh loitering around the area nine romeo alpha
1923:15	N936RL	niner three six romeo lima we have not made contact with the other aircraft yet
1923:20	A/C	ok his last known uh position was uh about a mile south of you and uh he was uh last seen at nine hundred feet he went down low to see if he could uh figure out anything with the other aircraft
1923:31	N936RL	niner three six romeo lima we're still looking for him and staying at two
1923:35	A/C	roger
1923:38	A/C	november one nine two zero contact washington center one three two point five five good day
1923:42	N1920	thirty two fifty five for one niner two zero we'll see you

1923:56            N936RL            approach what freq do you have the  
uh the other aircraft on this is  
niner three six romeo lima  
1924

1924:02            A/C            uh unsure uh if you hadn't been  
hearing him talking uh on one two  
seven niner five he's probably on  
one two one point zero he came off  
tangier island

1924:10            N936RL            niner three six romeo lima one two  
one zero for him i see the uh the  
other aircraft we're orbiting just  
left of him and above

1924:18            A/C            alright six romeo lima you can  
change to my frequency one point  
one two one point zero so we can  
be on the same freq

1924:24            N936RL            niner three six romeo lima  
switching thanks

1924:35            N936RL            approach velocity niner three six  
romeo lima is up your freq

1924:38            A/C            six romeo lima i have you loud and  
clear

End of Transcript

  
CERTIFIED COPY