




# Federal Aviation Administration

---

## Memorandum

Date: August 10, 2016

To: Clark Desing, Director, Western Service Center

From:  Carl Dennhardt, Acting Manager, Seattle Air Route Traffic Control Center

Subject: **INFORMATION:** Certification Statement  
Aircraft Accident, LN661TC  
Arcata, CA, July 29, 2016

---

I certify that air traffic aircraft accident package, ZSE-ARTCC-0229, has been reviewed and is complete.

**Aircraft Accident Package**  
**ZSE-ARTCC-0229**  
**LN661TC, PA31**  
**July 29, 2016, 0805 UTC**  
**Destroy: January 29, 2019, 0805 UTC**

SECTION 1.  
Table of Contents


## TABLE OF CONTENTS

SECTION 1.	Table of Contents
SECTION 2.	FAA Form 8020-6, Report of Aircraft Accident, and FAA Form 8020-6-1, Report of Aircraft Accident, (Continuation Sheet)
SECTION 3.	Review of Services Memo(s)
SECTION 4.	FAA Form(s) 7230-4, Daily Record of Facility Operation
SECTION 5.	Personnel Log(s)
SECTION 6.	FAA Form(s) 7230-10, Position Log, or automated equivalent
SECTION 7.	Facility Layout Chart(s)
SECTION 8.	Flight Progress Strip(s) and/or In-Flight Contact Record(s)
SECTION 9.	Transcription of Voice Recording(s)
SECTION 10.	Weather Products
SECTION 11.	Other

SECTION 2.

FAA Form 8020-6, Report of Aircraft Accident, and  
FAA Form(s) 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

FAA Form 8020-6, Report of Aircraft Accident

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE August 10, 2016	REPORT NO. ZSE-ARTCC-0229				
<b>REPORT OF AIRCRAFT ACCIDENT</b>		NAME OF REPORTING FACILITY Seattle ARTCC (ZSE)					
1. AIRCRAFT IDENTIFICATION AND TYPE  LN661TC, PA31	2. DATE/TIME OF ACCIDENT (UTC)  July 29, 2016; 0805 UTC	3. LOCATION OF ACCIDENT (MANDATORY) Arcata, CA; 6.6 miles east of Arcata/Eureka Airport, McKinleyville, CA  LATITUDE/LONGITUDE (OPTIONAL) N41 01 37.0000 W124 00 36.0000					
4. NATURE OF ACCIDENT  Low altitude inflight breakup		5. TYPE OF FLIGHT  IFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Larry Mills	Pilot	Unknown, Unknown			X	
7. PASSENGER DATA	NUMBER ABOARD AIRCRAFT 3	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 3			
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE None				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT KACV METAR - 0753 UTC: automated, wind one six zero at five knots, visibility four statute miles, mist, ceiling two hundred overcast, temperature one three, dew point one two, altimeter two nine eight six						
	FIRST REPORT SUBSEQUENT TO ACCIDENT KACV SPECI - 0807 UTC: automated, wind one eight zero at four knots, visibility two and one-half statute miles, runway three two rvr variable from four thousand five hundred feet to six thousand feet, mist, ceiling two hundred overcast, temperature one three, dew point one two, altimeter two nine eight five						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS			
	Amanda Sizmore *(AM)	ZSE ARTCC	R30 R				
*OPERATING INITIALS							
13. SIGNATURE OF REPORTING OFFICER Carl Dennhardt							



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

August 23, 2016

REPORT NO.

ZSE-ARTCC-0229

NAME OF REPORTING FACILITY

Seattle ARTCC (ZSE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

July 29, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 0741 LN661TC checked on R30 frequency requesting IFR clearance to ZOAK. The R30 controller gave the pilot a squawk code.
- 0742 The R30 controller radar identified LN661TC one mile from KCEC.
- 0743 The R30 controller verifies the altitude of LN661TC and clears them to Oakland Airport as filed and assigns an altitude of one five thousand. LN661TC correctly reads back the clearance, passing through five thousand two hundred for one five thousand.
- 0758 LN661TC, now level at one five thousand feet, advises the R30 Controller that he needs to return to KCEC because they are smelling smoke in the cockpit. The R30 controller issues a clearance direct KCEC and gives a pilot discretion descent to nine thousand feet and asks to be advised if the pilot needs anything else. LN661TC advises that he may lose power but will try to keep the controller updated as long as he can. The R30 controller asks for fuel remaining and people on board.
- 0759 LN661TC declares an emergency with smoke in the cockpit and states that they are depressurizing. The pilot advises that they are heading back to KCEC and asks the controller to call the fire department. The controller again asks how many people on board and the pilot responds that there are three people on board.
- 0801 The R30 controller observes the aircraft track diverting toward KACV and asks the pilot if he would like to try and land at KACV. There is no response from the pilot.
- 0802 The R30 controller advises the pilot that she is not receiving any transmissions and again asks if the pilot would like to try and land at KACV. There is no response from the pilot.
- 0805 OMIC calls 911 and asks for Humbolt County 911 contact. The 911 dispatcher gives him phone numbers for CEC airport and tells him she cannot connect to California 911 Centers, only Washington 911 Centers
- 0809 OMIC calls CEC Airport and gets main office recording. No one is there.
- 0815 R30 controller uses the D Area phone to call the Coast Guard to find contact information for ACV Airport. The controller asks if the Coast Guard, being located right next to the airport could go look to see if LN661TC landed there.
- 0818 OMIC calls Humbolt County Airport and gets no answer. Then calls Humbolt County Sheriff. He gives the details of the situation and asks for the Sheriff to go see if LN661TC is on the ground at ACV.
- 0822 The R30 controller asks the pilot of N47CA if they are in the same company as



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

August 23, 2016

REPORT NO.

ZSE-ARTCC-0229

NAME OF REPORTING FACILITY

Seattle ARTCC (ZSE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

LN661TC. The pilot of N47CA responds in the affirmative. The R30 controller asks if the pilot has a phone number for anyone that might be able to determine if LN661TC had landed safely at KACV.

0823 N47CA gives the R30 controller a number of their dispatch to try.

0824 R30 uses the D Area phone to call CAL/OR Life Flight to see if they had heard from their pilot. They hadn't. She gave him the number to ZSE OMIC to call back if they heard anything.

0827 The R30 controller asks N47CA if they would be able to fly over the KACV airport to see if they can see anything. The pilot of N47CA agrees to do so and is cleared over the KACV area and then to KCEC.

0828 N47CA advises the R30 controller that the weather at KACV is two and a half and two hundred overcast. The pilot asks if the R30 controller still wants him to fly over KACV. The R30 controller says that if he thinks he may see a hole in the clouds where he may be able to see something, then yes.

0829 The pilot of N47CA inquired whether the R30 controller was able to reach anyone at the number he provided. The controller responded that yes, however their company had not heard from LN661TC.

0830 Humboldt County Sheriff calls OMIC to tell them the Sheriff has been dispatched to go look for the aircraft at ACV.

0838 OMIC calls CAL/OR Life Flight to see if they had heard anything from their pilot. They say they've tried all three cell numbers for those on board without success. They have a pilot that lives 10 minutes from ACV who is driving over to ACV to see if they can find the aircraft on the airport.

0841 Humboldt County Sheriff calls to say the aircraft was not located at ACV and they are going to go check Eureka Murray Airport nearby.

0844 OMIC calls the ROC to ask about filing and INREQ or ALNOT

0900 An INREQ is filed.

0906 Humboldt County Sheriff calls to say aircraft not located at Eureka Murray Airport.

0910 An ALNOT is filed.

0914 OMIC receives call from Airports Rescue Coordination Center regarding the ALNOT. OMIC gives all pertinent data.

0920 Flight Service Center calls OMIC to give more information about name of pilot and number of passengers, color of aircraft, time filed enroute

0924 The ROC calls OMIC regarding the ALNOT and verifies details





**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

August 23, 2016

REPORT NO.

ZSE-ARTCC-0229

NAME OF REPORTING FACILITY

Seattle ARTCC (ZSE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

0925 OMIC receives a call from the DEN to share last known position and time using their playback

1700 The crash site was located and communicated with ZSE

---

No More Follows

SECTION 3.  
Review of Services Memo(s)



# Federal Aviation Administration

---


---

## Memorandum

Date: August 10, 2016

To: Seattle Accident File ZSE-ARTCC-0229

From: Center

  
Carl Dennhardt, Acting Manager, Seattle Air Route Traffic Control

Subject: **INFORMATION**: Review of Services Memo  
Aircraft Accident, LN661TC  
Arcata, CA, July 29, 2016

---

---

ZSE ARTCC conducted a review of services concerning LN661TC and was determined to have pertinent services. As the holding facility with pertinent services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6  
FAA Form 8020-6-1  
FAA Form 8020-9  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Facility Layout Chart(s)  
National Track Analysis Program (NTAP)  
Data Analysis Reduction Tool (DART)  
Transcription(s) of Voice Recording(s)  
Flight Progress Strip(s)  
National Track Analysis Report  
Playback Workstation File  
Mandatory Occurrence Report

SECTION 4.

FAA Form(s) 7230-4, Daily Record of Facility Operation

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 1
				DATE Jul 29, 2016
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	[REDACTED]
Auburn, WA	ZSE	ARTCC	OMIC	AIR TRAFFIC MANAGER P. Oliver
UTC TIME	REMARKS			
0700	GD ON. DARREN GALL -- GD			
0736	RADAR PERFORMANCE CHECKS COMPLETE. -- GD			
0809	ADS-B PERFORMANCE CHECKS COMPLETE. WCLC. -- GD			
0859	INREQ 290859 Issued for LN661TC -- GD			
0910	ALNOT 290910 Issued for LN661TC -- GD			
M 0945	ZSE-M-2016/07/29-0001 -- LN661TC -- GD			
1230	PQ ON. VADEN MICHELSEN -- PQ			
1248	RY ON. RANDY VINCENT. -- RY			
1346	WCLC. -- RY			
M 1425	ZSE-M-2016/07/29-0002 -- N944Y/PEN180 -- RY			
1749	ALNOT 291749 CANCELLED FOR LN661TC. A/C LOCATED. -- RY			
M 1839	ZSE-M-2016/07/29-0003 -- DAL436 -- RY			
2200	GG ON. LEE KRAMER. -- GG			
0002	TFR 6/5315 SOUTHG TAMARACK FIRE MLP088021 3NM SFC-090 406-829-7070 124.4 -- GG			
0010	DALR CHECKS COMPLETE.WCLC. -- GG			
0430	PQ ON. VADEN MICHELSEN -- PQ			
0659	COB -- PQ			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.			SIGNATURE(S) OF WATCH SUPERVISOR(S) [REDACTED]	

FAA Form 7230-4

ZSE-ARTCC-0229  
LN661TC

# Air Traffic Mandatory Occurrence Report

ZSE-M-2016/07/29-0001

<b>1. Reporting FAC ID</b>			<b>2. Date UTC (dd/mm/yyyy)</b>						<b>3. Time UTC</b>				<b>4. Significant Occurrence?</b>		
Z	S	E	2	9	0	7	2	0	1	6	0	8	0	5	<input checked="" type="radio"/> Yes <input type="radio"/> No
<b>5. MOR reported by (select one):</b>															
<input type="radio"/> Controller providing services				<input type="radio"/> FLM				<input type="radio"/> Internal Facility Review							
<input type="radio"/> CIC				<input type="radio"/> Aircraft Owner/Operator				<input type="radio"/> Electronically Detected							
<input type="radio"/> External Facility Referral				<input type="radio"/> Hotline (Describe in summary)				<input type="radio"/> Other (Describe in summary)							
Brasher warning given? <input type="radio"/> Yes <input type="radio"/> No								Training in progress? <input type="radio"/> Yes <input checked="" type="radio"/> No							
<b>EMERGENCY MORs</b>															
<b>H1. MOR type – in-flight emergency conditions involving (select one):</b>															
<input type="radio"/> Medical emergency				<input checked="" type="radio"/> Inflight equipment malfunction				<input type="radio"/> Pilot Disorientation				<input type="radio"/> VFR in/on top IFR conditions			
<input type="radio"/> Fuel quantity				<input type="radio"/> Bird strike				<input type="radio"/> Other (describe in summary)							
<b>H1a. Aircraft information:</b>															
Aircraft ID		Aircraft type/suffix		IFR/VFR:		Facility communicating with A/C		Position communicating with A/C		Frequency					
LN661TC		PAY2		<input checked="" type="radio"/> IFR <input type="radio"/> VFR		ZSE		R30		124.85					
<b>H1b. Malfunctioning equipment component:</b>				<b>H1c. Passenger or crew condition:</b>				<b>H1d. Medical assistance aboard:</b>							
Smoke In Cockpit								<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown							
<small>Only complete for mechanical MORs</small>				<small>Only complete for medical MORs</small>											
<b>H2. MOR type – in-flight security conditions involving (select one):</b>															
<input type="radio"/> Laser light illumination				<input type="radio"/> Hijack				<input type="radio"/> Bomb threat							
<b>H2b. Nearest major city:</b>				<b>H2c. Altitude:</b>				<b>H2d. Route information:</b>							
<small>Only complete for laser light illuminations</small>								Departed		Destination		Diverted to			
<b>H2e. Location (lat/long or fix/radial distance);</b>				<b>H2f. Time DEN notified (UTC):</b>				KCEC		KOAK		CEC			

# Air Traffic Mandatory Occurrence Report

ZSE-M-2016/07/29-0001

## SUMMARY

**J1. Summary – provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.**

Within 10 minutes after takeoff A/C reported smoke in the cockpit and requested clearance back to CEC with emergency vehicles standing by. Clearance was issued, but it appeared that the aircraft was proceeding to ACV. No further communication was established. Radio and radar was lost at app. 0805Z at app. 15,000ft.

# Air Traffic Mandatory Occurrence Report

ZSE-M-2016/07/29-0001

SEPARATION		
<b>Was this a loss of separation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Applicable Separation Rule: _____	
Separation Used:		
<input type="radio"/> Course Divergence <input type="radio"/> MARSAs <input type="radio"/> Mode C Interlace <input type="radio"/> Opposite Course (Report Passing) <input type="radio"/> Other Facility <input type="radio"/> Procedure/Waiver <input type="radio"/> Report/Observe Leaving Altitude <input type="radio"/> Terminal Transition <input type="radio"/> Tower Visual Separation <input type="radio"/> VFR Aircraft <input type="radio"/> Visual Approach <input type="radio"/> Visual Separation <input type="radio"/> Other		
RISK ANALYSIS		
<b>Was this a Risk Analysis Event?</b>		
<input type="radio"/> Yes <input type="radio"/> No	RAE Score: _____	
PILOT DEVIATION		
<b>Was this a possible pilot deviation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Preliminary Number: _____	
SURFACE EVENT		
<b>Was this a possible Surface Event?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Classification: _____	
VEHICLE/PEDESTRIAN DEVIATION		
<b>Was this a possible Vehicle/Pedestrian Deviation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Preliminary Number: _____	
NMAC		
<b>Was this a NMAC?</b>		
<input type="radio"/> Yes <input type="radio"/> No	NMAC Number: _____	



# Air Traffic Mandatory Occurrence Report

ZSE-M-2016/07/29-0001

## QA SUMMARY

Reviewed MOR Summary emergency event due to smoke in the cockpit. BNiederer


SECTION 5.  
Personnel Log(s)



# Federal Aviation Administration

---

## Memorandum

Date: August 10, 2016  
To: Aircraft Accident File ZSE-ARTCC-0229  
From:   
Carl Dennhardt, Acting Manager, Seattle Air Route Traffic Control Center  
Subject: INFORMATION: Absent Personnel, Area-D

---

The following personnel were not on duty July 29, 2016

Jesse Barracoso  
Kimberly Butler  
James Eastham  
Dane Geiger  
Mark Haechler  
Christina Phorimavong  
Tyler Shore  
Garrett Wilkerson  
Jackson Yang

# ART - Sign On Log

8/10/2016 3:45:50 PM

## ZSE

Selected Report Dates: 7/26/2016 10:00:00 PM - 7/27/2016 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
JH	HIGGS, JUSTIN (JH) J.	22:40-06:40/R	22:40:00	06:40:00				
	REMARKS							
BK	KRIST, BARRETT (BK) A	22:40-06:40/R	22:40:00	06:40:00				
	REMARKS							
KR	ROSS, PAUL (KR) K	05:30-13:30/R	05:30:00	13:30:00				
	REMARKS							
ZW	WARFEL, CARL (ZW) J	05:30-13:30/R	05:30:00	13:30:00		4+13		
	REMARKS							
CK	SCHENK, CHRISTOPHER (CK L.	05:35-13:35/R	05:35:00	10:35:00	3+0			
	REMARKS							
JO	JOHNSEN, DUANE (JO) E	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
KC	CRUZ, JASON (KC) A	06:30-14:30/R	06:30:00	14:30:00				
	REMARKS							
BL	LEWIS, BRETT (BL) M.	06:30-14:30/R	06:30:00	14:30:00				
	REMARKS							
ES	SPENCER, DENISE (ES) N	06:30-14:30/R	06:30:00	14:30:00				
	REMARKS							
AW	WARFEL, APRILANNE (AW) M	06:30-14:30/R	06:30:00	14:30:00		2+34		
	REMARKS							
MZ	MYERS, DEREK (MZ) E	06:45-14:45/R	06:45:00	14:45:00		2+53		
	REMARKS							
KX	COURTOIS, KORRI (KX) Y.	06:57-14:57/R	06:57:00	14:57:00				
	REMARKS							
KO	KOHLER, WILLIAM (KO) P	07:00-15:00/R	07:00:00	15:00:00	8+0			
	REMARKS							
KK	KEITH, KENNETH (KK) K	07:30-15:30/R	07:30:00	15:30:00			1+39	
	REMARKS							

# ZSE

Selected Report Dates: 7/26/2016 10:00:00 PM - 7/27/2016 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
HB	POTTS, DANIEL (HB) H.	07:43-15:43/R	07:43:00	15:43:00				
	REMARKS							
HX	PARKER, THERESA (HX) L.	07:50-15:50/R	07:50:00	15:50:00				
	REMARKS							
MJ	MORGAN, JAMES (MJ) T	08:00-16:00/R	08:00:00	16:00:00	8+0			
	REMARKS							
AL	PASSERO, ALAN (AL) J	09:00-19:00/R	09:10:00	19:00:00	0+10	3+58	1+4	
	REMARKS							
AM	SIZEMORE, AMANDA (AM)	11:35-19:35/R	11:35:00	15:35:00	4+0	0+57		
	REMARKS							
CH	HADZICK, CHRISTOPHER (CH W.	12:30-20:30/R	12:30:00	20:30:00			2+42	
	REMARKS							
MK	BADEN, MARK (MK) V	13:00-23:00/R	13:00:00	23:00:00	10+0			
	REMARKS							
GO	GOODFELLOW, GEOFFREY (GO) D.	13:20-21:20/R	13:20:00	21:20:00				
	REMARKS							
CC	HEWITT, CHRISTOPHER (CC	13:20-21:20/R	13:20:00	21:20:00			0+48	
	REMARKS							
TL	LAUSH, TREVOR (TL) W.	13:20-21:20/R	13:20:00	21:20:00				
	REMARKS							
TX	STEWART, DREW (TX)	13:20-21:20/R	13:20:00	21:20:00				
	REMARKS							
ES	SPENCER, DENISE (ES) N	14:30-15:30/O	14:30:00	15:30:00				1+0
	REMARKS							
DP	DIPPE, MATTHEW (DP) R	14:30-22:30/R	14:30:00	22:30:00		3+1		
	REMARKS							
ST	TRANTINA, STEVE (ST) M.	15:30-23:30/R	15:30:00	23:30:00				
	REMARKS							
ZK	ZAUTNER, JARED (ZK) D.	15:30-23:30/R	15:30:00	23:30:00				
	REMARKS							
NG	MCPAHON, ANGELA	15:45-23:45/R	15:45:00	23:45:00				

# ZSE

Selected Report Dates: 7/26/2016 10:00:00 PM - 7/27/2016 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
	(NG)							
		REMARKS						
KB	KIM, WONBAE (KB)	16:00-24:00/R	16:00:00	00:00:00	8+0			
		REMARKS						

SECTION 6.

FAA Form(s) 7230-10, Position Log, or automated equivalent

POSITION LOG					
Fac ID: ZSE		Log Date: 7/29/2016			
Pos ID: R30		Pos Type: R			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0700	JH	0720	C		
0721	AM	0957	C		
0958	JH	1230	C		
1231	NG	1332	C		
1333	TL	1457	C		
1458	ST	1507	C		
1508	CC	1602	C		
1603	TX	1719	C		
1720	CH	1742	C		
1743	YJ	1846	C		
1847	ZK	1942	C		
1943	CH	2012	C		
2013	TX	2033	C		
2034	HA	2039	C		
2040	MK	2135	C		
2136	ST	2149	C		
2150	GR	2244	C		
2245	KD	2335	C		
2336	GL	0030	C		
2336	VP	0030	T		

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: ZSE		Log Date: 7/29/2016			
Pos ID: R30		Pos Type: R			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0031	MK	0121	C		
0122	HA	0153	C		
0154	GL	0236	C		
0154	VP	0236	T		
0237	KK	0356	C		
0357	TA	0425	C		
0426	KC	0533	C		
0534	TA	0605	C		
0606	NG	0635	C		
0636	CC	0659	C		

FAA Form 7230-10 (Electronic)







POSITION LOG					
Fac ID: ZSE			Log Date: 7/29/2016		
Pos ID: D10			Pos Type: RA		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0700		1628		R10	R
1629	HB	1828	T		
1629	ST	1828	C		
1829		2308		R10	R
2309		2311		D30	RA
2312		0659		R10	R

POSITION LOG					
Fac ID: ZSE		Log Date: 7/29/2016			
Pos ID: R13		Pos Type: R			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0700		1232		R30	R
1233	CC	1424	C		
1425	DP	1429	C		
1430	DP	1432	C		
1433	ZK	1604	C		
1605	TL	1702	C		
1703	ES	1815	C		
1816	TX	1818	C		
1819	ES	1824	C		
1825	CH	1829	C		
1830	CC	1834	C		
1835	MK	1940	C		
1941	YJ	2017	C		
2018	ST	2037	C		
2038	ZK	2117	C		
2118	RR	2200	S		
2201	HA	2218	C		
2219	MZ	2311	C		
2312	HA	0022	C		
0023	MZ	0119	C		

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: ZSE		Log Date: 7/29/2016			
Pos ID: R13		Pos Type: R			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0120	KD	0320	C		
0321	XD	0504	C		
0505	TA	0530	C		
0531		0628		R14	R
0629		0659		R30	R

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: ZSE			Log Date: 7/29/2016		
Pos ID: D13			Pos Type: RA		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0700		1433		R13	R
1434	DP	1553	C		
1434	GO	1553	T		
1554	TL	1604	C		
1605		1642		R13	R
1643	DP	1804	C		
1643	GO	1804	T		
1805		1903		R13	R
1904	DP	2016	C		
1904	GO	2016	T		
2017		2105		R13	R
2106	DP	2135	C		
2106	GO	2135	T		
2136	HA	2200	C		
2201		0120		R13	R
0121	XD	0235	C		
0236		0310		R13	R
0311	VP	0510	C		
0511		0659		R13	R

POSITION LOG					
Fac ID: ZSE		Log Date: 7/29/2016			
Pos ID: R14		Pos Type: R			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0700		1233		R30	R
1234	ES	1343	C		
1344	TX	1458	C		
1459	YJ	1648	C		
1649	CC	1657	C		
1658	ZK	1750	C		
1751	TL	1915	C		
1916	CC	1945	C		
1946	HX	2110	C		
2111	YJ	2155	C		
2156	KD	2202	C		
2203	XD	2231	C		
2232	KK	2317	C		
2318	XD	0028	C		
0029	KC	0155	C		
0156	HA	0220	C		
0221	TA	0312	C		
0313	HA	0420	C		
0421	KK	0549	C		
0550	CC	0628	C		

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: ZSE		Log Date: 7/29/2016			
Pos ID: R14		Pos Type: R			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0629		0659		R30	R

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: ZSE			Log Date: 7/29/2016		
Pos ID: D14			Pos Type: RA		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0700		1511		R14	R
1512	PQ	1528	S		
1529		1914		R14	R
1915	CC	1915	C		
1916		1924		R14	R
1925	GR	2016	C		
1925	HB	2016	T		
2017		2028		R14	R
2029	GR	2118	C		
2029	HB	2118	T		
2119	KD	2155	C		
2156		0659		R14	R

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: ZSE			Log Date: 7/29/2016		
Pos ID: R15			Pos Type: R		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0700		1232		R30	R
1233		1859		R14	R
1900	GR	1921	C		
1922	CH	1940	C		
1941		2234		R14	R
2235	TA	2335	C		
2336	GR	0029	C		
0030	TA	0123	C		
0124		0218		R14	R
0219	MZ	0251	C		
0252	KC	0339	C		
0340	GL	0500	C		
0501		0628		R14	R
0629		0659		R30	R





POSITION LOG					
Fac ID: ZSE			Log Date: 7/29/2016		
Pos ID: R36			Pos Type: R		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0700		1429		R30	R
1430	HX	1549	T		
1430	NG	1549	C		
1550	ST	1617	C		
1618		1645		R30	R
1646	HX	1730	T		
1646	NG	1730	C		
1731		1825		R30	R
1826	TX	1919	C		
1920	ST	1926	C		
1927	ES	2011	C		
2012	TL	2025	C		
2026	KD	2048	C		
2049	MZ	2133	C		
2134	GL	2237	C		
2134	VP	2237	T		
2238	KC	2336	C		
2337	KD	0022	C		
0023	KK	0127	C		
0128		0659		R30	R



POSITION LOG					
Fac ID: ZSE			Log Date: 7/29/2016		
Pos ID: SD1			Pos Type: O		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0700		1254		A14	A
1255	PQ	1429	S		
1430		1907		A14	A
1908	CC	1912	C		
1913		2013		A14	A
2014	CH	2028	C		
2029	ES	2029	C		
2030	ES	2217	C		
2218	RR	0052	S		
0053		0659		A14	A

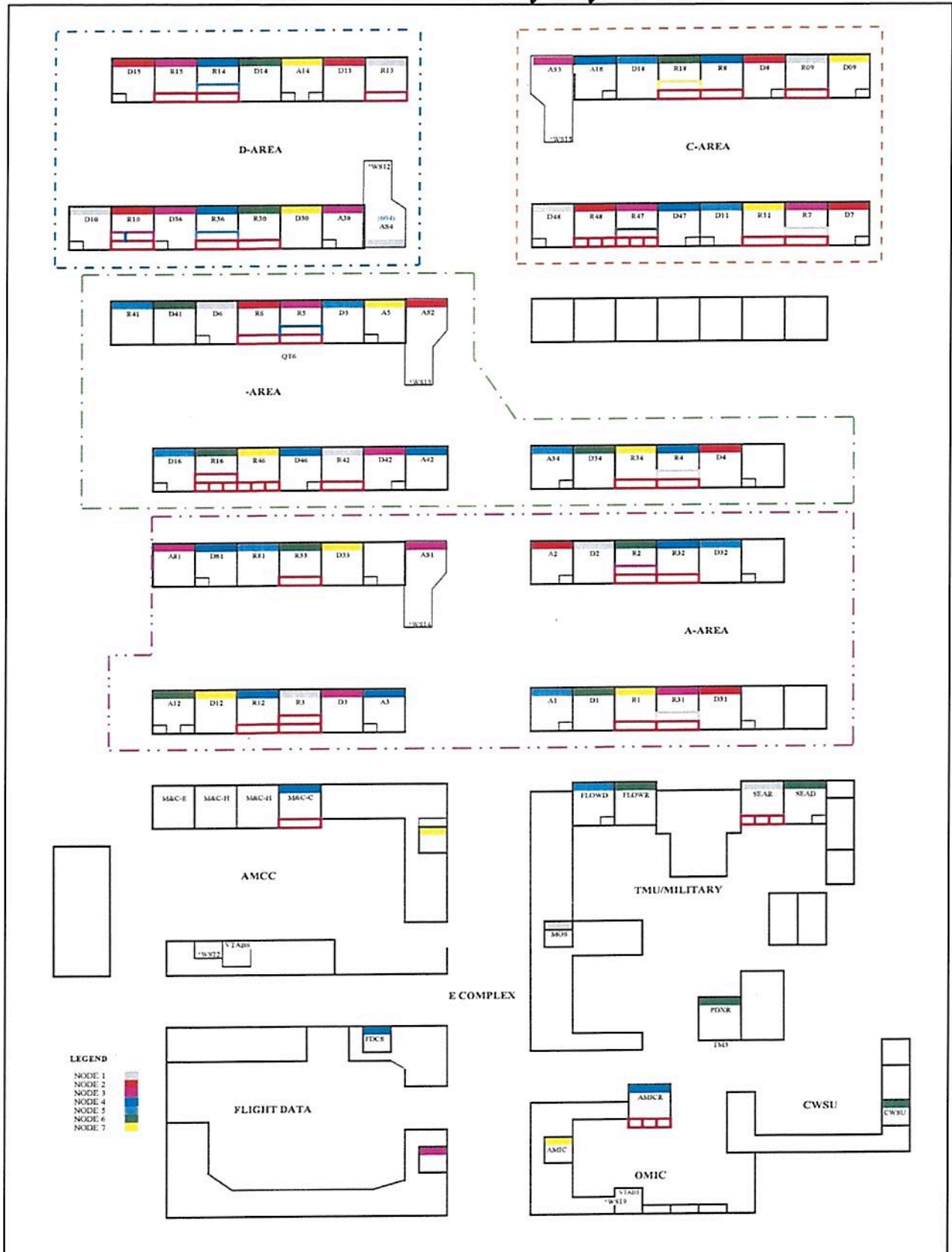
FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: ZSE			Log Date: 7/29/2016		
Pos ID: SD2			Pos Type: O		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0700		1429		SD1	O
1430	ES	1605	C		
1606	CC	1647	C		
1648	PQ	1743	S		
1744	CH	1823	C		
1824	PQ	2029	S		
2030		2237		SD1	O
2238	MK	0030			
0031		0042		R02	R
0043	GR	0128	C		
0129	KK	0151	C		
0152	GR	0306	C		
0307	MZ	0359	C		
0400	KK	0420			
0421		0659		R02	R



SECTION 7.  
Facility Layout Chart(s)

# Seattle ARTCC Facility Layout Chart





SECTION 8.

Flight Progress Strip(s) and/or In-Flight Contact Record(s)

Seattle ARTCC July 29, 2016 UTC

Flight Progress Strip

<b>LN661TC</b>	OED	Ø8 <sup>12</sup> ↓	150	FOT	KCEC./ .0ED186099	<b>6625</b>
<b>PAY2/G</b>	186			Ø96	KCEC	<i>SMOKE IN COCKPIT</i>
T240 G197	Ø99			Ø36		<i>3POB</i>
30	Ø759			Ø812		<i>DEPRESSURIZED</i>
<b>942</b> Ø4/1		KCEC			ØMEDEVAC	<i>CABIN</i>
						ZOA

SECTION 9.  
Transcription of Voice Recording(s)



# Federal Aviation Administration

\*\*\*

## Memorandum

Date: August 23, 2016

To: Aircraft Accident File ZSE-ARTCC-0229

From: Seattle Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript  
 Aircraft Accident, LN661TC  
 Arcata, CA, July 29, 2016

This transcription covers the Seattle Air Route Traffic Control Center (ARTCC) R30 R position for the time period from July 29, 2016, 0711 UTC, to July 29, 2016, 0900 UTC.

Agencies Making Transmissions	Abbreviations
LN661TC	LN661TC
R30	R30
N47CA	N47CA

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving LN661TC.

Carla R. Vance  
 Staff Support Specialist  
 Seattle ARTCC

0711  
 (0712-0740)  
 0741

0741:38 LN661TC medevac six six one tango charlie with you off crescent city looking for i f r to oakland

0741:45 R30 medevac six six one tango charlie seattle center good evening squawk six six two five

0741:52 LN661TC six six two five for six six one tango charlie  
 0742

0742:50 R30 medevac six six one tango charl charlie radar contact a mile west of the crescent city v o r say altitude

ZSE-ARTCC-0229  
LN661TC

Page 2 of 5

0742:56 LN661TC that checks six thousand four hundred in the climb six six one tango charlie  
0743

0743:01 R30 two six four thousand four hundred

0743:11 R30 medevac one tango charlie ah cleared to the cre the oakland airport as filed climb and maintain one five thousand and ah crescent city altimeter two niner eight eight can you say again altitude leaving

0743:23 LN661TC okay ah two niner eight eight cleared to ah oakland as filed ah climb and maintain one five thousand and we're just passing through five thousand two hundred in the climb for six six one tango charlie

0743:38 R30 cheyenne one tango i'm sorry medevac one tango charlie roger that checks out now thanks  
0744  
(0745-0757)  
0758

0758:13 LN661TC and seattle center cheyenne six six one tango charlie we're going to turn back to crescent city we're got ah we're smelling smoke in the cockpit

0758:25 R30 cheyenne six six one tango charlie roger cleared direct crescent city or cleared to crescent city via direct and descend at pilot's discretion maintain niner thousand and ah i'll ah if you need anything else let me know

0758:42 LN661TC okay looks like we're going to lose some power here shortly so i'll try and keep you posted as long as i can six six one tango charlie

0758:53 R30 cheyenne six six one tango charlie roger the crescent city altimeter two niner eight eight and ah if you could give me fuel remaining and people on board um and ah anything else you need  
0759

0759:07 LN661TC yeah we've got smoke in the cockpit declaring an emergency we're depressurizing and ah heading back to crescent city call the fire department please

0759:24 R30 cheyenne one tango charlie wilco how many people on board

\*\*\*

ZSE-ARTCC-0229  
LN661TC

Page 3 of 5

0759:28 LN661TC three on board

0759:29 R30 roger  
0800  
0801

0801:54 R30 cheyenne one tango charlie would you like to try and land  
at arcata  
0802

0802:21 R30 cheyenne six six one tango charlie i'm not getting ah any  
transmissions from you would you like to go to arcata  
instead of ah crescent city i see you turning around  
0803  
(0804-0820)  
0821

0821:28 N47CA good morning seattle center cheyenne four seven charlie  
alphas level one six thousand

0821:33 R30 cheyenne four seven charlie alpha seattle center the  
arcata altimeter two niner eight five

0821:41 N47CA eight five (unintelligible) we've got the weather out at  
crescent city we'd like to proceed direct huvex  
(unintelligible) two approach

0821:49 R30 cheyenne four seven charlie alpha i'm sorry that was  
broken say again the ah fix per ah request

0821:56 N47CA ah huvex hotel uniform victor echo xray

0822:02 R30 cheyenne four seven charlie alpha roger i'll have that for  
you shortly ah actually i have ah a request for you when  
you're ready

0822:13 R30 cheyenne seven charlie alpha are you ah in the same  
company as the ah tango charlie six six one tango charlie

0822:20 N47CA that's affirmative

0822:21 R30 do you have any phone numbers for anyone that would answer  
a phone at this time i had the med six six one tango  
charlie have an emergency he was trying to go back to

\*\*\*

crescent city but i think he landed at arcata and i can't get ahold of anyone

0822:53 N47CA yeah you can try ah one eight hundred seven zero five one seven two eight

0823:02 N47CA okay and that's is that like your ops

0823:05 N47CA yes it's ah ah flight guard ah i don't want to call em our dispatch but ah that's who sends us on our way ah they'll know who to call and how to get ahold of somebody

0823:20 R30 cheyenne seven charlie alpha roger

0824  
(0825-0826)  
0827

0827:16 R30 cheyenne seven charlie alpha would you be able to ah fly over the arcata airport on your way into ah ah huvex and um just tell me if you see anything

0827:28 N47CA yeah we can do that

0827:30 R30 cheyenne seven charlie alpha cleared direct arcata direct huvex direct crescent city and ah descend at pilot's (unintelligible) ah correction i'll have lower for you shortly

0827:39 N47CA (unintelligible) direct huvex four seven charlie alpha  
0828

0828:21 N47CA and seattle four seven charlie alpha

0828:23 R30 go ahead

0828:24 N47CA ya the weather at arcata is two and a half two hundred overcast

0828:32 R30 cheyenne seven charlie alpha roger ah thank you for that ah descend at pilot's discretion maintain eight thousand

ZSE-ARTCC-0229  
LN661TC

Page 5 of 5

0828:41 N47CA pilot's discretion to eight thousand seven charlie alpha  
do you still want me to go to arcata and do that

0828:48 R30 cheyenne seven charlie alpha if if you think you see maybe  
a breakout towards the coast that you could get lower  
just let me know um right now we're kinda just looking  
for anything

0829

0829:34 N47CA did you get ahold of anybody on the eight hundred number

0829:38 R30 i i got ahold of your company and they hadn't heard from  
him yet and ah we're still working on it i haven't heard  
anything yet

0829:47 N47CA thanks  
0830  
(0831-0859)  
0900

End of Transcript

\*\*\*



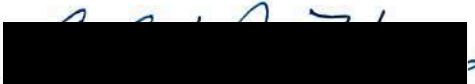
SECTION 10.  
Weather Products

Seattle ARTCC July 29, 2016 UTC

METAR KACV 290753Z AUTO 16005KT 4SM BR OVC002 13/12 A2986 RMK AO2  
SLP115 T01280122 401830122

SPECI KACV 290807Z AUTO 18004KT 2 1/2SM R32/4500VP6000FT BR OVC002 13/12  
A2985 RMK AO2 VIS 2V4 T01280122

I certify that this is a true copy of the original which was available to the controller.

A black rectangular redaction box covers the signature of Carla R. Vance. Above the box, there are faint, handwritten blue ink scribbles.

Carla R. Vance  
Support Specialist  
Seattle ARTCC

ZSE-ARTCC-0229  
LN661TC

SECTION 11.  
Other

## UTC (Zulu) Time Conversion Chart

UTC (Zulu)	PST/ ALDT	PDT/ MST	MDT/ CST	CDT/ EST	EDT/ AST	ALST	HST
0000*	1600	1700	1800	1900	2000	1500	1400
0100	1700	1800	1900	2000	2100	1600	1500
0200	1800	1900	2000	2100	2200	1700	1600
0300	1900	2000	2100	2200	2300	1800	1700
0400	2000	2100	2200	2300	0000*	1900	1800
0500	2100	2200	2300	0000*	0100	2000	1900
0600	2200	2300	0000*	0100	0200	2100	2000
0700	2300	0000*	0100	0200	0300	2200	2100
0800	0000*	0100	0200	0300	0400	2300	2200
0900	0100	0200	0300	0400	0500	0000*	2300
1000	0200	0300	0400	0500	0600	0100	0000*
1100	0300	0400	0500	0600	0700	0200	0100
1200	0400	0500	0600	0700	0800	0300	0200
1300	0500	0600	0700	0800	0900	0400	0300
1400	0600	0700	0800	0900	1000	0500	0400
1500	0700	0800	0900	1000	1100	0600	0500
1600	0800	0900	1000	1100	1200	0700	0600
1700	0900	1000	1100	1200	1300	0800	0700
1800	1000	1100	1200	1300	1400	0900	0800
1900	1100	1200	1300	1400	1500	1000	0900
2000	1200	1300	1400	1500	1600	1100	1000
2100	1300	1400	1500	1600	1700	1200	1100
2200	1400	1500	1600	1700	1800	1300	1200
2300	1500	1600	1700	1800	1900	1400	1300
2400	1600	1700	1800	1900	2000	1500	1400

The time \*0000 and 2400 are interchangeable. The time 2400 is associated with the date of the day ending, and 0000 with the day just starting.

**UTC** = Coordinated Universal Time, or Zulu  
**PST** = Pacific Standard Time (UTC - 8 hours)  
**ALDT** = Alaskan Daylight Time (UTC - 8 hours)  
**PDT** = Pacific Daylight Time (UTC - 7 hours)  
**MST** = Mountain Standard Time (UTC - 7 hours)  
**MDT** = Mountain Daylight Time (UTC - 6 hours)  
**CST** = Central Standard Time (UTC - 6 hours)  
**CDT** = Central Daylight Time (UTC - 5 hours)  
**EST** = Eastern Standard Time (UTC - 5 hours)  
**EDT** = Eastern Daylight Time (UTC - 4 hours)  
**AST** = Atlantic Standard Time (UTC - 4 hours)  
**ALST** = Alaskan Standard Time (UTC - 9 hours)  
**HST** = Hawaiian Standard Time (UTC - 10 hours)

ZSE-ARTCC-0229

LN661TC

