

Aircraft Accident Package
CAK-ATCT-0102
EFT1526, H25B
November 10, 2015, 1953 UTC
Destroy: May 10, 2018 UTC

SECTION 1.
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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 OF AIRCRAFT ACCIDENT		REPORT DATE January 15, 2016	REPORT NO. CAK-ATCT-0102				
		NAME OF REPORTING FACILITY Akron-Canton ATCT (CAK)					
1. AIRCRAFT IDENTIFICATION AND TYPE EFT1526, H25B	2. DATE/TIME OF ACCIDENT (UTC) November 10, 2015; 1953 UTC	3. LOCATION OF ACCIDENT (MANDATORY) Mogadore, OH; Near the intersection of Mogadore Road and Stull Ave LATITUDE/LONGITUDE (OPTIONAL) Unknown					
4. NATURE OF ACCIDENT Aircraft crashed off airport (AKR)		5. TYPE OF FLIGHT IFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Oscar Chavez	Pilot	North Bay Village, FL			X	
	Renato Marchese	Co-Pilot	Boynton Beach, FL			X	
7. PASSENGER DATA	NUMBER ABOARD AIRCRAFT 7	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 7			
8. AIRCRAFT DAMAGE Destroyed		9. PROPERTY DAMAGE Unknown					
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT AKRON (FULTON) METAR - 1931 UTC: automated, wind two five zero at eight knots, visibility one and one-half statute miles, mist, ceiling five hundred overcast, temperature one one, dew point nine, altimeter two nine nine five						
	FIRST REPORT SUBSEQUENT TO ACCIDENT KAKR METAR - 2033 UTC: automated, wind two eight zero at nine knots, visibility four statute miles, mist, ceiling eight hundred overcast, temperature one zero, dew point eight, altimeter two nine nine five						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
	Terry L Parris *(TP)	CAK ATCT	ARW AP				
	Douglas B McKenzie (DM)	CAK ATCT	ARW AP				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Holly J. Hyet							



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

REPORT DATE

November 17, 2015

REPORT NO.

CAK-ATCT-0102

NAME OF REPORTING FACILITY

Port Columbus ATCT (CMH)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 10, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1615 Columbus Approach Sector (MWO) approved EFT1525 direct to Sovvo for the RNAV approach to runway 2 at Wright Brothers Airport (MGY).
- 1617 EFT1525 checked in with Columbus Approach level at 3000 feet direct to Sovvo for the RNAV 2 approach at MGY. Columbus Approach issues the Altimeter setting and clears EFT1525 for the approach, and asks EFT1525 to advise when he has the weather at MGY.
- 1618 EFT1525 confirms he has the weather at MGY.
- 1619 Columbus Approach issues EFT1525 the cancellation and advisory phraseology.
- 1625 EFT1525 reports the runway in sight and cancels IFR. Columbus Approach receives a weather report from the pilot.
- 1854 EFT1526 calls East Data.
- 1859 Flight Service calls East Data for EFT1526 for the IFR clearance off of MGY.
- 1900 East Data issues the IFR clearance to Flight Service with a Hold For Release. Clearance is read back correctly and Flight Service was told to call back in 5 minutes.
- 1904 EFT1526 calls East Data with clearance and advises he is number one ready for departure. East Data continues to tell him to hold for a release due to an aircraft inbound to MGY.
- 1909 East Data reaches out to EFT1526 and the pilot is given a release off of MGY, climbing to 3000 feet and direct to APE. EFT1526 was given a void time of 1915zulu. EFT1526 read back the instructions correctly. EFT1526 departed off of runway 20.
- 1914 EFT1526 calls MWO Radar off of MGY climbing to 3000 feet and direct to APE. MWO Radar tells EFT1526 to ident and climb to 10,000 feet. MWO Radar, radar identified EFT1526 and gave him the current altimeter setting.
- 1916 MWO Radar switches EFT1526 to Indianapolis Center (ZID) and EFT1526 read back the frequency change correctly.

No More Follows



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

REPORT DATE

November 18, 2015

REPORT NO.

CAK-ATCT-0102

NAME OF REPORTING FACILITY

Indianapolis ARTCC (ZID)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 10, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1916 ETF1526 called on the Sector 31 frequency climbing to 10,000 feet. R31 cleared ETF1526 to 17,000 feet and issued the current altimeter.
- 1919 R31 recleared ETF1526 to the Akron airport via direct HUUVR intersection then direct.
- 1922 R31 switched ETF1526 to the Sector 24 Frequency.
- 1923 ETF1526 called on the Sector 24 frequency and R24 issued the current altimeter.
- 1929 R24 cleared ETF1526 to cross HUUVR intersection at 9,000 feet and issued the current altimeter again.
- 1932 R24 switched ETF1526 to the Cleveland ARTCC frequency.

No More Follows



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

REPORT DATE

November 13, 2015

REPORT NO.

CAK-ATCT-0102

NAME OF REPORTING FACILITY

Cleveland ARTCC (ZOB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 10, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1932 EFT1526 checked on with the Cleveland Center Mansfield Sector Controller (MFD-R) and reported leaving 14,000 feet descending to 9,000 feet. MFD-R issued the Akron Canton Altimeter setting.

1937 EFT1526 was instructed to contact Akron-Canton Approach. The pilot acknowledged the frequency change.

No More Follows



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

REPORT DATE

December 07, 2015

REPORT NO.

CAK-ATCT-0102

NAME OF REPORTING FACILITY

Akron-Canton ATCT (CAK)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 10, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1938 EFT1526 checks on CAK Approach level at 9,000 feet over HUUVR. Approach issues EFT1526 a heading of 065 degrees, told to expect the LOC RWY 25 approach at AKR. Approach tells EFT1526 to advise when they have the weather. EFT1526 is issued a descent to 5,000 feet.
- 1941 Position relief briefing occurs.
- 1944 EFT1526 is issued a speed reduction to 200 knots, then a descent to 4,000 feet.
- 1945 EFT1526 issued a left turn heading 350 degrees.
- 1946 EFT1526 issued a 360 degree heading, a speed reduction to 170 knots and a descent to 3,000 feet.
- 1947 EFT1526 is issued a 280 degree heading and instructed to join the localizer for the LOC RWY 25 approach at AKR. Told to maintain 3,000 feet.
- 1949 EFT1526 is cleared for the LOC RWY 25 approach.
- 1950 EFT1526 is changed to advisory frequency and told to report cancelling IFR.

No More Follows

SECTION 3.
Review of Services Memo(s)




Federal Aviation Administration

Memorandum

Date: November 17, 2015

To: Akron-Canton Airport Traffic Control Tower

From:  Barry C Payne, Manager, Port Columbus Airport Traffic Control Tower

Subject: **INFORMATION**: Review of Services Memo
Aircraft Accident, EFT1526
Mogadore, OH, November 10, 2015

CMH ATCT conducted a review of services concerning EFT1526 and was determined to have routine services. As a supporting facility with routine 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 8020-6-1

Certified Original Copy(ies) of Voice Recording(s)

Certified Working Copy(ies) of Voice Recording(s)

Facility Layout Chart(s)

Airport Diagram

Flight Progress Strip(s)

Radar Replay Camtasia

STARS PPB

STARS EDT

Radar Camtasia Replay




Federal Aviation Administration

Memorandum

Date: November 17, 2015

To: Akron-Canton Airport Traffic Control Tower


Kim E. Kelly, Acting Manager, Indianapolis Air Route Traffic Control

From: Center

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, EFT1526
Mogadore, OH, November 10, 2015

ZID ARTCC conducted a review of services concerning EFT1526 and was determined to have routine services. As a supporting facility with routine 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 8020-6-1

Certified Original Copy(ies) of Voice Recording(s)

Certified Working Copy(ies) of Voice Recording(s)

ERAM SAR Files

ERAM Radar Files




Federal Aviation Administration

Memorandum

Date: November 13, 2015

To: Akron-Canton Airport Traffic Control Tower

From: 
Chris Alexander, Manager, Cleveland Air Route Traffic Control Center

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, EFT1526
Mogadore, OH, November 10, 2015

ZOB ARTCC conducted a review of services concerning EFT1526 and was determined to have routine services. As a supporting facility with routine 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 8020-6-1
Personnel Log(s)
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
National Track Analysis Report
Surveillance Track History Report
Input Output Log Report
Playback Workstation File
Command Syntax Report




Federal Aviation Administration

Memorandum

Date: December 07, 2015

To: Akron-Canton Accident File CAK-ATCT-0102


Holly J. Hyett, Acting Manager, Akron-Canton Airport Traffic Control

From: Tower

Subject: **INFORMATION**: Review of Services Memo
Aircraft Accident, EFT1526
Mogadore, OH, November 10, 2015

CAK ATCT conducted a review of services concerning EFT1526 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
FAA Form 8020-3
Personnel Log(s)
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
Airport Diagram
Continuous Data Recording (CDR)
Transcription(s) of Voice Recording(s)
Flight Progress Strip(s)

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

DAILY RECORD OF FACILITY OPERATION

PAGE NO
Page 1 of 1

DATE
Nov 10, 2015

CHECKED BY
[REDACTED]
AIR TRAFFIC MANAGER
David C. Zakaski

LOCATION North Canton, OH	IDENTIFICATION CAK	TYPE FACILITY ATCT	OPERATING POSITION CAK ATCT
------------------------------	-----------------------	-----------------------	--------------------------------

UTC TIME	REMARKS
0500	J. Deis on ABV noted. WCLC. ASP RLSD to ZOB. CFPL: SECON baseline. ILS RWY 1 and ILS RWY 5 APCH in use, DEP RWY 1. CFPL: ASOS internet wire in tower frayed, connection intermittent. CAK WX Observer/NWS ntfd. CFPL: 127.05 Main and STBY TX OTS. TPG MOCC. -- JA
1019	ILS RWY 19 and ILS RWY 23 APCH in use, DEP RWY 23. -- WS
1045	R. Ramsdell on ABV noted. -- JA
1100	ASP returned from ZOB. RADAR OPN in TWR. -- JA
E 1200	CONRAC making intermittent loud vibrating noise. MOCC/DST notified. -- RL
1220	RADAR OPN in TRACON. -- BM
1240	MSAW checks completed, WCLC. -- BM
1253	L. Blackman on ABV noted. -- RL
E 1433	MAIN TX/RX RLSD TO MAINTENCE 1500-2000Z MOCC/DME -- BM
E 1436	CONRAC making intermittent loud vibrating noise. MOCC/DST notified. RTS/JV -- BM
1603	W. Schaber on ABV noted. -- BM
1757	MSAW checks completed, WCLC. -- WS
1821	D. McKenzie on, ABV noted. -- DM
2005	K. Thomas on ABV noted. -- KT
Q 2020	1958Z AIRCRAFT ACCIDENT EFT1526/H25B CRASHED DURING LANDING, ROC/PZ, ATM, HUB, NATCA/OL NTFD -- KT
E 2047	AKR LOC OTS UFA -- KT
2053	ILS RWY 23 APCH in use, DEP RWY 23. -- KT
0049	RADAR OPN in TWR. -- KT
E 0106	AKR LOC OTS UFA. RTS -- KT
0135	M. Wilson on ABV noted. -- MW
0310	R. Ramsdell on ABV noted. -- MW
0459	cob. -- RL

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 SIGNATURE]

SECTION 5.
Personnel Log(s)

ART - Sign On Log

11/13/2015 12:10:03 PM

FAA

Selected Report Dates: 11/9/2015 10:00:00 PM - 11/10/2015 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
JA	DEIS, JUSTIN A	22:00-06:00/R	22:00:00	06:00:00			3+54	
	REMARKS							
BD	DOLSON, BRIAN M	22:00-06:00/R	22:00:00	06:00:00			3+46	
	REMARKS							
RL	RAMSDELL, RICHARD A	05:45-13:45/R	05:45:00	13:45:00			1+26	
	REMARKS							
WS	SCHABER, WILLIAM C	05:45-13:45/R	05:45:00	13:45:00		0+56	1+34	
	REMARKS							
HK	KRACH, HANSEL C	06:45-14:45/R	06:45:00	14:45:00			1+1	
	REMARKS							
JT	TILTON, JOHN E	07:00-15:00/R	07:00:00	15:00:00			1+16	
	REMARKS							
TP	PARRIS, TERRY L	07:03-15:03/R	07:03:00	15:03:00			1+8	
	REMARKS							
BM	BLACKMAN, LAWRENCE E	07:25-15:25/R	07:25:00	19:15:00				3+50
	REMARKS							
KM	KACHUR, MATTHEW D	07:28-15:28/R	07:28:00	12:28:00	3+0		0+40	
	REMARKS							
DZ	ZAKASKI, DAVID C	07:30-15:30/R	07:30:00	19:45:00				4+15
	REMARKS							
JL	LILLY, JENNIFER L	07:40-15:40/R	07:40:00	15:40:00				
	REMARKS							
DM	MCKENZIE, DOUGLAS B	08:00-16:00/R	09:00:00	20:00:00	1+0		1+42	4+0
	REMARKS							
WK	WALCZYK, JOHN M	08:00-16:00/R	08:00:00	16:00:00	8+0			
	REMARKS							
BC	CLARK, BRIAN R	09:09-17:09/R	09:09:00	17:09:00				
	REMARKS							
KT	THOMAS, KYLE E	12:00-20:00/R	12:00:00	21:00:00				1+0

FAA

Selected Report Dates: 11/9/2015 10:00:00 PM - 11/10/2015 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
		REMARKS						
OL	LEWIS, OMORO	12:20-20:20/R	12:20:00	20:20:00	6+0			
		REMARKS						
HF	PARHAM, MATTHEW B	13:00-21:00/R	13:00:00	21:00:00				
		REMARKS						
RS	SCHULTZ, RONALD L	13:00-21:00/R	13:00:00	21:00:00				
		REMARKS						
FG	GORDON, MARK E	13:54-21:54/R	13:54:00	21:54:00			1+29	
		REMARKS						
CD	DOYLE, CRYSTAL L	14:00-22:00/R	14:00:00	22:00:00	8+0			
		REMARKS						
MW	WILSON, MICHAEL W	15:00-23:00/R	15:00:00	23:00:00			1+9	
		REMARKS						
WE	WOLFE, PHILLIP A	15:00-23:00/R	15:00:00	23:00:00			1+45	
		REMARKS						



Federal Aviation Administration

Memorandum

Date: December 7, 2015

To: Aircraft Accident File CAK-ATCT-0102
[REDACTED]

From: Holly J. Hyett, Acting Air Traffic Manager, Akron-Canton Airport Traffic Control Tower

Subject: Personnel Log Amendment
Aircraft Accident, EFT1526
Mogadore, OH, November 10, 2015

I certify that the following personnel were not scheduled to work on November 10, 2015:

Andrew Adams
Sherman Chester
Adam Gleeson-Prata
Tyrone Singleton
Wendy Webber

CAK-ATCT-0102
EFT1526

SECTION 6.

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

POSITION LOG					
Fac ID: FAA			Log Date: 11/10/2015		
Pos ID: ICR			Pos Type: SI		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0700	BD	1045	C		
1046	RL	1211	C		
1212	TP	1253	C		
1254	BM	1601	S		
1602	WS	1702	C		
1703	BM	1721	S		
1722	TP	1747	C		
1748	WS	1820	C		
1821	DM	1918	C		
1919	FG	2004	C		
2005	KT	0059	S		
0100	KT	0132	S		
0133	FG	0159	C		
0200	MW	0305	C		
0306	WS	0306	C		
0307	MW	0309	C		
0310	RL	0459	C		

FAA Form 7230-10 (Electronic)

SECTION 7.
Facility Layout Chart(s)

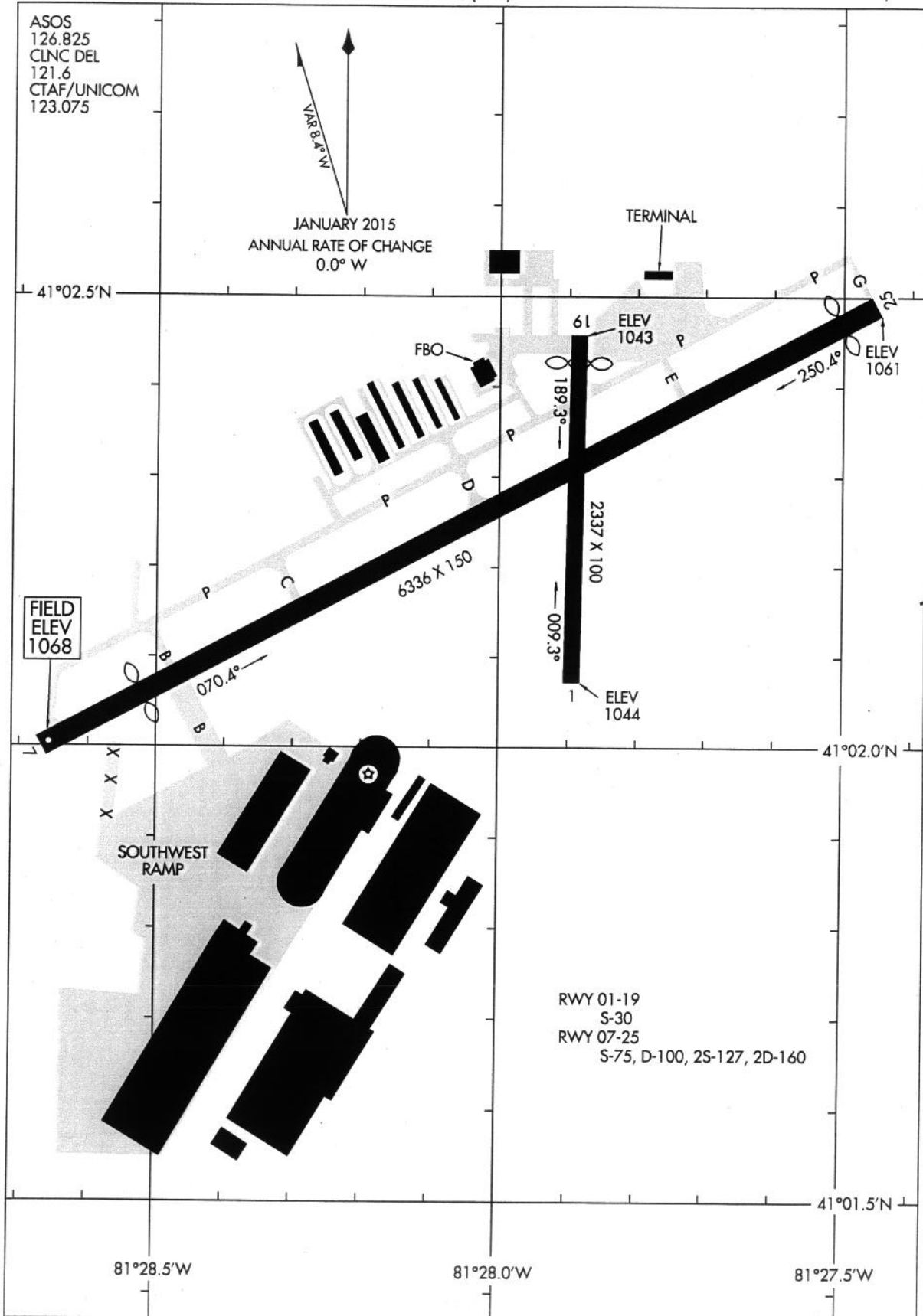
SECTION 8.
Airport Diagram

15064

AIRPORT DIAGRAM

AL-6 (FAA)

AKRON FULTON INTL (AKR)
AKRON, OHIO



AIRPORT DIAGRAM

15064

AKRON, OHIO
AKRON FULTON INTL (AKR)

SECTION 9.
Flight Progress Strip(s) and/or In-Flight Contact Record(s)

Flight Progress Strip(s)

FPS Akron-Canton ATCT November 10, 2015 UTC

EFT1526	6664	A1939	IFR				
¹ H25B/L	TVT 062/017			90		L	
357	HUVR		KAKR	OEFT1ZIPLINE		R	

SECTION 10.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: December 07, 2015

To: Aircraft Accident File CAK-ATCT-0102

From: Akron-Canton Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
 Aircraft Accident, EFT1526
 Mogadore, OH, November 10, 2015

This transcription covers the Akron-Canton Airport Traffic Control Tower (ATCT) ARW AP position for the time period from November 10, 2015, 1907 UTC, to November 10, 2015, 2034 UTC.

Agencies Making Transmissions	Abbreviations
OKLAHOMA EXECUTIVE JET CHARTER, INC. D/B/A EMBASSY FREIGHT COMPANY (OKLAHOMA CITY, OK), EFT1526	EFT1526
ARRIVAL WEST RADAR	ARW

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving EFT1526.



DonnRae E. Rose
 Staff Support Specialist
 Akron Canton ATCT

1907
 (1908-1936)
 1937

1937:59 EFT1526 and akron approach ahh good afternoon zipline fifteen
 twenty one we are ahh nine thousand over huuvr

1938:11 ARW i'm sorry was that zipline fifteen twenty six calling

1938:14 EFT1526 that's affirmative sir over huuvr nine thousand feet and
 we are inbound at this time

Page 2 of 4

1938:19 ARW zipline fifteen twenty six fly heading zero six five
vector localizer two five final approach course akron
fulton advise when you have their weather

1938:26 EFT1526 very well sir heading ahh zero six five for now we are in
the process of copying the weather maintaining nine
thousand zipline one five two six

1938:33 ARW zipline one five two six descend at pilots discretion
maintain five thousand

1938:38 EFT1526 p d five thousand ahh fifteen twenty six roger
1939
1940
1941

1941:10 ARW your status is up to date ahh red light nineteen two three
ahh we are wet---bases fifteen hundred---um---i don't
know what this means (unintelligible) ---ahh traffic is
as follows one nine ahh four two nine one sierra is just
joining the localizer three thousand for the localizer
two five approach full stop zipline fifteen twenty six is
at five he's on a zero six five heading vectors for the
localizer two five at akron fulton he told me he was
getting the weather but he didn't tell me had it um one
two two victor alpha five thousand over flight not in the
flash yet now one nine two five uniform is three thousand
inbound he's gonna call the tower at eggii options four
twenty two is already talking to the tower i have no one
else nobody else is standing by any questions got it
delta mike tango pop

1943
1944

1944:01 ARW flightline fifteen twenty six reduce speed to two zero
zero then descend and maintain four thousand

1944:11 ARW zipline fifteen twenty six reduce speed to two zero zero
then descend and maintain four thousand

1944:16 EFT1526 two zero zero on the speed then four thousand zipline
fifteen twenty six

1945

1945:25 ARW zipline fifteen twenty six turn left heading of three five
zero

CAK-ATCT-0102
EFT1526

Page 3 of 4

1945:28 EFT1526 left heading three five zero zipline fifteen twen twenty
six
1946

1946:06 ARW and flight er zipline fifteen twenty six do have another
aircraft thats inbound to the airport that ahh slower
than you fly heading ahh three six ahh zero and reduce
speed to one seven zero then descend and maintain three
thousand

1946:19 EFT1526 down to three thousand one seven zero on the speed heading
three six zero zipline fifteen twenty six
1947

1947:10 ARW zipline fifteen twenty six turn left ahh heading two eight
zero and intercept the localizer at akron fulton

1947:17 EFT1526 two seven zero ehh two eight zero intercept the localizer
zipline fifty six
1948

1948:18 ARW zipline fifteen twenty six just continue inbound on the
approach traffic half east of the field still has ahh
still has not cancelled but ahh i expect no delay

1948:28 EFT1526 okay we'll continue the approach and standing by for the
clearance ahh zipline fifteen twenty
1949

1949:24 ARW zipline fifteen twenty six got the cancellation here and
ahh you're four miles the ahh outer compass locator
maintain three thousand until established on the
localizer cleared localizer two five approach akron
fulton airport

1949:34 EFT1526 clear to localizer two five at akron ahh zipline one five
three six we're established on the localizer now

1949:41 ARW roger
1950

1950:22 ARW zipline fifteen twenty six change to advisory frequency
approved report cancelling i f r in the air on this
frequency or on the ground via remote

1950:30 EFT1526 we'll be changing over to ehh oh advisory frequency
zipline fifteen twenty six
1951
(1952-1958)

1959

1959:15 ARW zipline fifteen twenty six akron canton approach

2000

(2001-2002)

2003

2003:12 ARW okay nineteen twenty three departing twenty three um winds are out ahh two seventy---this is the last pilot report---that---ah we had---tower sent down this mile and a half on the visibility all right there is rain um---stand by transmitters mains are out--- traffic um two five uniform three thousand dalts he wants to hold there for the r n a v two wadsworth he has an e f c---twenty twenty um we're blocking for this gentleman down at richard downing all right and we just had a ahh accident with ahh zipline twelve fifty six ah cleared him for the localizer two five at akron fulton and i can't say that i know where i lost the target on him between the outer marker mmm hmmm and the airport so ahh we're working on that what time do we stop blocking the airport thirty minute well---all right ---fifty yeah it was i don't know if i wrote the time down there for him they okay have the strip back there okay yeah ---um---that's it you don't have any questions no questions i got it b c

2005

(2006-2033)

2034

End of Transcript

SECTION 11.

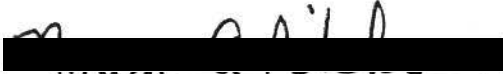
FAA Form(s) 8020-3, Facility Accident/Incident Notification Record

SECTION 12.
Weather Products

FORM CD-64
(REVISED)
Prescribed By
D.A.O. 201-17

U.S. DEPARTMENT OF COMMERCE
Asheville, N.C.

I CERTIFY that the attached are authentic and true copies of meteorological records on file in the NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION, ASHEVILLE, NORTH CAROLINA.



NANCY A. RITCHEY
RECORDS CUSTODIAN
DATA ADMINISTRATOR
(Official Title)

.....

I HEREBY CERTIFY that NANCY A. RITCHEY, RECORDS CUSTODIAN, who signed the foregoing certificate, is now, and was at the time of signing, DATA ADMINISTRATOR, NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION, and that full faith and credit should be given his certificate as such. I further state that I am the person to whom the said custodian reports.

IN WITNESS WHEREOF, I have hereunto subscribed my name and caused the seal of the Department of Commerce to be affixed on this date: JAN - 6 2016

For the SECRETARY OF COMMERCE:



THOMAS R. KARL
DIRECTOR
NATIONAL CENTERS FOR
ENVIRONMENTAL INFORMATION
(Certifying Officer)

NWS SRRS PRODUCTS FOR:
2015111018 to 2015111021

SAUS70 KWBC 101800

KAKR 101754Z AUTO 23006KT 6SM -RA BR OVC008 12/10 A2995 RMK AO2
CIG 005V011 SLP142 P0000 60003 T01170100 10128 20106
58012=

SPUS70 KWBC 101832

KAKR 101828Z AUTO 24008KT 2 1/2SM BR OVC008 11/09 A2994 RMK AO2
RAE16 CIG 005V011 P0000 T01110094=

SPUS41 KWBC 101832

KAKR 101828Z AUTO 24008KT 2 1/2SM BR OVC008 11/09 A2994=

SAUS70 KWBC 101900

KAKR 101854Z AUTO 22009KT 2 1/2SM BR OVC008 11/10 A2994 RMK AO2
RAE16 CIG 004V011 SLP140 P0000 T01110100=

SPUS70 KWBC 101934

KAKR 101931Z AUTO 25008KT 1 1/2SM BR OVC005 11/09 A2995 RMK AO2
CIG 003V009 T01110094=

SPUS41 KWBC 101935

KAKR 101931Z AUTO 25008KT 1 1/2SM BR OVC005 11/09 A2995=

SAUS70 KWBC 102000

KAKR 101954Z AUTO 24007KT 1 1/2SM BR BKN004 OVC009 11/09 A2995 RMK
AO2 SLP142 T01060094=

SPUS70 KWBC 102008

KAKR 102005Z AUTO 24011KT 1 1/4SM -RA BR OVC006 11/09 A2995 RMK
AO2 RAB05 CIG 003V009 P0000 T01060094=

SPUS41 KWBC 102009

KAKR 102005Z AUTO 24011KT 1 1/4SM -RA BR OVC006 11/09 A2995=

SPUS70 KWBC 102018

KAKR 102014Z AUTO 26013KT 1 3/4SM -RA BR OVC004 11/09 A2995 RMK
AO2 RAB05 CIG 003V007 P0000 T01060089=

SPUS41 KWBC 102018

KAKR 102014Z AUTO 26013KT 1 3/4SM -RA BR OVC004 11/09 A2995=

SPUS70 KWBC 102020

KAKR 102016Z AUTO 27012KT 2SM BR OVC006 11/09 A2995 RMK AO2
RAB05E16 CIG 003V009 P0000 T01060089=

SPUS41 KWBC 102020

KAKR 102016Z AUTO 27012KT 2SM BR OVC006 11/09 A2995=

SPUS70 KWBC 102028

KAKR 102024Z AUTO 28010G17KT 3SM BR SCT006 OVC010 11/09 A2995 RMK
AO2 RAB05E16 CIG 008V012 P0000 T01060089=

CAK-ATCT-0102
EFT1526

SPUS41 KWBC 102028
KAKR 102024Z AUTO 28010G17KT 3SM BR SCT006 OVC010 11/09 A2995=

SPUS70 KWBC 102036
KAKR 102033Z AUTO 28009KT 4SM BR OVC008 10/08 A2995 RMK AO2
RAB05E16 CIG 004V012 P0000 T01000083=

SAUS70 KWBC 102100
KAKR 102054Z AUTO 29009KT 5SM BR OVC008 10/08 A2995 RMK AO2
RAB05E16 CIG 006V012 SLP145 P0000 60000 T01000083 53001=

SPUS70 KWBC 102138
KAKR 102134Z AUTO 29011KT 2 1/2SM -RA BR BKN007 OVC011 09/08 A2996
RMK AO2 RAB30 P0000 T00940078=

SPUS41 KWBC 102138
KAKR 102134Z AUTO 29011KT 2 1/2SM -RA BR BKN007 OVC011 09/08 A2996=

SPUS70 KWBC 102156
KAKR 102152Z AUTO 28009G18KT 3SM BR OVC007 09/08 A2996 RMK AO2
RAB30E41 CIG 005V010 P0000=

SPUS41 KWBC 102156
KAKR 102152Z AUTO 28009G18KT 3SM BR OVC007 09/08 A2996=

SECTION 13.

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)

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