

AIRCRAFT ACCIDENT PACKAGE

MYR-ATCT-0039

N7641N, BE55

August 03, 2013, 1640 UTC

Destroy: February 03, 2016 UTC

SECTION 1.
Table of Contents


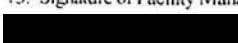
TABLE OF CONTENTS

SECTION 1.	Table of Contents
SECTION 2.	FAA Form 8020-6, Report of Aircraft Accident, and FAA Form(s) 8020-6-1, Report of Aircraft Accident (Continuation Sheet)
SECTION 3.	Certified Index(es)
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.	Airport Diagram
SECTION 9.	Flight Progress Strip(s) and/or In-Flight Contact Record(s)
SECTION 10.	Transcription of Voice Recording(s)
SECTION 11.	FAA Form(s) 8020-3, Facility Accident/Incident Notification Record
SECTION 12.	FAA Form(s) 8020-26, Personnel Statement
SECTION 13.	Weather Products

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 26, 2013	Report Number: MYR-ATCT-0039				
REPORT OF AIRCRAFT ACCIDENT		Name of Reporting Facility: Myrtle Beach ATCT (MYR)					
1. Aircraft Identification and Type: N7641N, BE55	2. Date/Time of Accident (GMT): August 03, 2013; 1640 UTC	3. Location of Accident: Conway, SC, 3 miles northeast of the approach end of Runway 22 at Conway-Horry County Airport					
4. Nature of Accident: Crash near Conway-Horry County Airport		5. Type of Flight: Local flight - VFR Flight Plan					
6. Flight Crew	Name	Position	Address (City and State)	Uninjured	Injured	Fatality	Unknown
	James Wayne Majors Jr.	Pilot	Conway, SC			X	
7. Passenger Data : (If available, list names, addresses, extent of injuries and other information on continuation sheet.)			Number Aboard 2	Number Uninjured 0	Number Injured 0	Number Fatalities 2	
8. Aircraft Damage: Destroyed			9. Property Damage: Unknown				
10. Operating Status of Navigational Aids/Lights/Communications: Normal							
11. Weather Data	Conditions in Accident Area at Time of Accident: Conway South Carolina METAR Automated - 1235 EDT: wind calm, visibility seven statute miles, sky clear, temperature three zero, dew point two three, altimeter three zero zero two						
	Report Just Prior to Accident: Conway South Carolina METAR Automated - 1235 EDT: wind calm, visibility seven statute miles, sky clear, temperature three zero, dew point two three, altimeter three zero zero two					Date/Time 8/3/2013 1635 UTC	
	First Report Subsequent to Accident: Conway South Carolina METAR Automated - 1255 EDT: wind one nine zero at four knots, visibility seven statute miles, four thousand six hundred scattered, five thousand scattered, temperature three one, dew point two three, altimeter three zero zero one					Date/Time 8/3/2013 1655 UTC	
12. ATS Personnel Involved	Name	Facility	Operating Position			Check If Eyewitness	
	Joshua C. Jenkins *(RJ)	MYR ATCT	ER AP				
	Brandi L. Walker (BE)	MYR ATCT	ER AP				
	Trent J. Slate (PI)	MYR ATCT	LC LC				
*Operating Initials							
13. Signature of Facility Manager  Ricardo C. Washington							



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

REPORT DATE

August 06, 2013

REPORT NO.

MYR-ATCT-0039

NAME OF REPORTING FACILITY

Myrtle Beach ATCT (MYR)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 03, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1620 The pilot of N7641N calls MYR East Radar and reports VFR at 2,500 feet with Myrtle Beach current ATIS information.
- 1621 Myrtle East Radar establishes radar contact of N7641N. N7641N requests one practice ILS approach at Myrtle Beach Airport and then to fly VFR to Conway Airport.
- 1622 Myrtle East Radar provides vectors to N7641N for sequencing to runway 18 and for the ILS approach runway 18.
- 1627 N7641N was cleared for ILS approach runway 18.
- 1629 Myrtle East Radar instructs N7641N to call Myrtle Tower. N7641N contacts Myrtle Tower. Myrtle Tower issues N7641N the current wind conditions and clears N7641N for the option runway 18. N7641N acknowledges the information.
- 1632 N7641N reports departing runway 18. Myrtle Tower assigns N7641N a heading and instructs N7641N to contact Myrtle East Radar. N7641N acknowledges the instructions.
- 1633 N7641N contacts Myrtle East Radar. Myrtle East radar advises N7641N radar contact and instructs N7641N to turn to the west. N7641N acknowledges the instructions.
- 1636 Myrtle East Radar advises N7641N to turn on course toward Conway Airport. N7641N acknowledges the instructions and advises that he has the Conway weather.
- 1638 N7641N reports the Conway Airport in sight and requests to squawk VFR. Myrtle East Radar terminates radar services with N7641N, advises N7641N to squawk VFR, and approves a frequency change for N7641N. N7641N acknowledges the information.

No More Follows

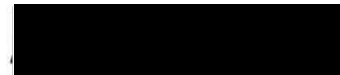
SECTION 3.
Certified Index(es)

CERTIFIED INDEX

August 07, 2013

I certify that the following originals are on file in this office.

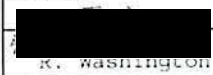

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 8020-9
FAA Form 8020-3
FAA Form 8020-26
Personnel Log(s)
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
Airport Diagram
Continuous Data Recording (CDR)
Flight Progress Strip(s)
Transcription(s) of Voice Recording(s)
Weather Products
MF1M-10C



Ricarldo C. Washington
Manager, Myrtle Beach ATCT

MYR-ATCT-0039
N7641N

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

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 1
				DATE Aug 3, 2013
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY
Myrtle Beach, SC	MYR	ATCT	ALL	 K. Washington
UTC TIME	REMARKS			
1000	J. WARREN ON, DALR IS IN ALARM (LOGGER). -- SJ			
1130	WCLC. -- SJ			
1405	J. WILLIAMS ON. -- SJ			
1730	WCLC. -- SJ			
2155	J. JOHNSON ON. -- JJ			
0030	A. FRANKS ON. -- TB			
0130	WCLC. -- TB			
0300	COB. -- TB			
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) 		

FAA Form 7230-4

MYR-ATCT-0039
N7641N

SECTION 5.
Personnel Log(s)

ART - Sign On Log

8/5/2013 8:59:52 AM

MYR

Selected Report Dates: 8/2/2013 10:00:00 PM - 8/3/2013 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
GQ	APONE, JAMES C	05:45-15:45/R	05:45:00	10:30:00	5+15		1+22	
	REMARKS							
PI	SLATE, TRENT J	05:45-15:45/R	05:45:00	15:45:00			2+1	
	REMARKS							
SJ	WARREN, JACK S	05:45-15:45/R	05:45:00	15:45:00			7+50	
	REMARKS							
VS	ADAMS, VICTORIA N	08:00-16:00/R	08:00:00	11:30:00	4+30			
	REMARKS							
JD	DEARAUJO, JASON R	08:00-16:00/R	08:00:00	16:00:00	8+0			
	REMARKS							
DB	BLANTON, KENNETH A	08:00-18:00/R	08:00:00	16:00:00	2+0		1+39	
	REMARKS							
JW	WILLIAMS, JOHN A	10:00-18:00/R	10:00:00	18:00:00				
	REMARKS							
RJ	JENKINS, JOSHUA C	11:00-19:00/R	11:00:00	16:00:00	3+0			
	REMARKS							
TS	SEEMAN, TARA C	11:00-19:00/R	11:00:00	19:00:00				
	REMARKS							
JH	HALL, JENNIFER A	11:00-21:00/R	11:00:00	21:00:00	10+0			
	REMARKS							
BE	WALKER, BRANDI L	11:00-21:00/R	11:00:00	15:30:00	5+30	1+36		
	REMARKS							
JB	BELL, ROSSIE J	13:15-21:15/R	13:15:00	21:15:00			2+47	
	REMARKS							
AR	REINERT, ANDREW H	13:15-21:15/R	13:15:00	21:15:00	8+0			
	REMARKS							
TB	FRANKS, ADAM C	13:15-23:15/R	13:15:00	23:15:00			5+40	
	REMARKS							
JJ	JOHNSON, JOEL A	13:15-23:15/R	13:15:00	23:15:00			2+26	

MYR

Selected Report Dates: 8/2/2013 10:00:00 PM - 8/3/2013 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN-IN	SIGN - OUT	LV	OJT	CIC	TOS
REMARKS								



Federal Aviation Administration

Memorandum

Date: August 7, 2013
To: Aircraft Accident File MYR-ATCT-0039
From: Ricarldo Washington, Manager, Myrtle Beach ATCT
Subject: **INFORMATION:** Personnel Log Amendment
Aircraft Accident, N7641N
Conway, SC: August 3, 2013

I hereby certify that the following personnel were not on operational duty on August 3, 2013.

Jeffrey Clark
Jason R. Dearaujo
Nicolas Feliciano
Jennifer A. Hall
Walter T. Hall
John D. Mclaughlin
Mark H. Poisson
Andrew H. Reinert
Derek B. Thrap
Adam E. Tilke
Joseph A. Turner
Akash M. Vithlani
Kelly R. Young

SECTION 6.
FAA Form(s) 7230-10, Position Log, or automated equivalent

POSITION LOG

Fac ID: MYR
Pos ID: ER

Log Date: 8/3/2013
Pos Type: AP

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
1000	GQ	1100	C		
1101	SJ	1202	C		
1203	DB	1315	C		
1316	PI	1508	C		
1509	BE	1645	C		
1509	RJ	1645	T		
1646	DB	1758	C		
1759	JJ	1924	C		
1925	TB	2007	C		
2008	TB	2105	C		
2106	JJ	2232	C		
2233	TB	2358	C		
2359	JJ	0031	C		
0032	TB	0259	C		
0300		0301		LC	LC

FAA Form 7230-10 (Electronic)

MYR-ATCT-0039
N7641N

POSITION LOG

Fac ID: MYR
Pos ID: ERA

Log Date: 8/3/2013
Pos Type: HO

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
1000		1609		ER	AP
1610	JW	1708	S		
1709		1719		ER	AP
1720	TB	1813	C		
1814		0301		ER	AP

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: MYR Pos ID: LC			Log Date: 8/3/2013 Pos Type: LC		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
1000	PI	1159	C		
1200	VS	1312	C		
1313	GQ	1348	C		
1349	GQ	1357	C		
1358	DB	1507	C		
1508	TS	1605	C		
1606	PI	1632	C		
1633	PI	1732	C		
1733	JB	1733	C		
1734	JB	1814	C		
1815	JB	1846	C		
1847	DB	1914	C		
1915	DB	1943	C		
1944	JB	2015	C		
2016	JJ	2042	C		
2043	JJ	2044	C		
2045	JB	2104	C		
2105	JB	2129	C		
2130	JB	2142	C		
2143	TB	2214	C		

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: MYR Pos ID: LC			Log Date: 8/3/2013 Pos Type: LC		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
2215	JB	2248	C		
2249	JB	2259	C		
2300	JJ	2331	C		
2332	JB	0102	C		
0103	JJ	0259	C		
0300		0301		CC	CC

FAA Form 7230-10 (Electronic)

MYR-ATCT-0039
N7641N

POSITION LOG

Fac ID: MYR
Pos ID: GC

Log Date: 8/3/2013
Pos Type: GC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
1000		1348		LC	LC
1349	VS	1507	C		
1508	SJ	1632	C		
1633	TS	1814	C		
1815	PI	1914	C		
1915	TS	2104	C		
2105		2129		LC	LC
2130	TS	2248	C		
2249		0301		LC	LC

MYR-ATCT-0039
N7641N

POSITION LOG

Fac ID: MYR
Pos ID: CC

Log Date: 8/3/2013
Pos Type: CC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
1000		0301		LC	LC

FAA Form 7230-10 (Electronic)

MYR-ATCT-0039
N7641N

POSITION LOG

Fac ID: MYR Log Date: 8/3/2013
Pos ID: CI Pos Type: CI

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
1000		0301		WR	AP

FAA Form 7230-10 (Electronic)

MYR-ATCT-0039
N7641N

POSITION LOG

Fac ID: MYR
Pos ID: FD

Log Date: 8/3/2013
Pos Type: FD

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
1000		0301		GC	GC

FAA Form 7230-10 (Electronic)

MYR-ATCT-0039
N7641N

POSITION LOG

Fac ID: MYR
Pos ID: SR

Log Date: 8/3/2013
Pos Type: SI

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0945	SJ	1401	C		
1402	JW	1735	S		
1736	SJ	1943	C		
1944	JJ	2007	C		
2008	TB	2105	C		
2106	JJ	2232	C		
2233	TB	2358	C		
2359	JJ	0031	C		
0032	TB	0314	C		
0315		0316		ST	SC

FAA Form 7230-10 (Electronic)

MYR-ATCT-0039
N7641N

POSITION LOG

Fac ID: MYR
Pos ID: ST

Log Date: 8/3/2013
Pos Type: SC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0945		1159		SR	SI
1200	GQ	1312	C		
1313		1348		SR	SI
1349	GQ	1357	C		
1358	DB	1507	C		
1508	SJ	1632	C		
1633	PI	1733	C		
1734	JB	1814	C		
1815	PI	1914	C		
1915	DB	1943	C		
1944	JB	2042	C		
2043	JJ	2044	C		
2045	JB	2104	C		
2105		2129		CC	CC
2130	JB	2142	C		
2143	TB	2214	C		
2215	JB	2248	C		
2249		0316		Closed	

FAA Form 7230-10 (Electronic)

MYR-ATCT-0039
N7641N

POSITION LOG

Fac ID: MYR Log Date: 8/3/2013
 Pos ID: WR Pos Type: AP

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
1000		0301		ER	AP

POSITION LOG

Fac ID: MYR
Pos ID: WRA

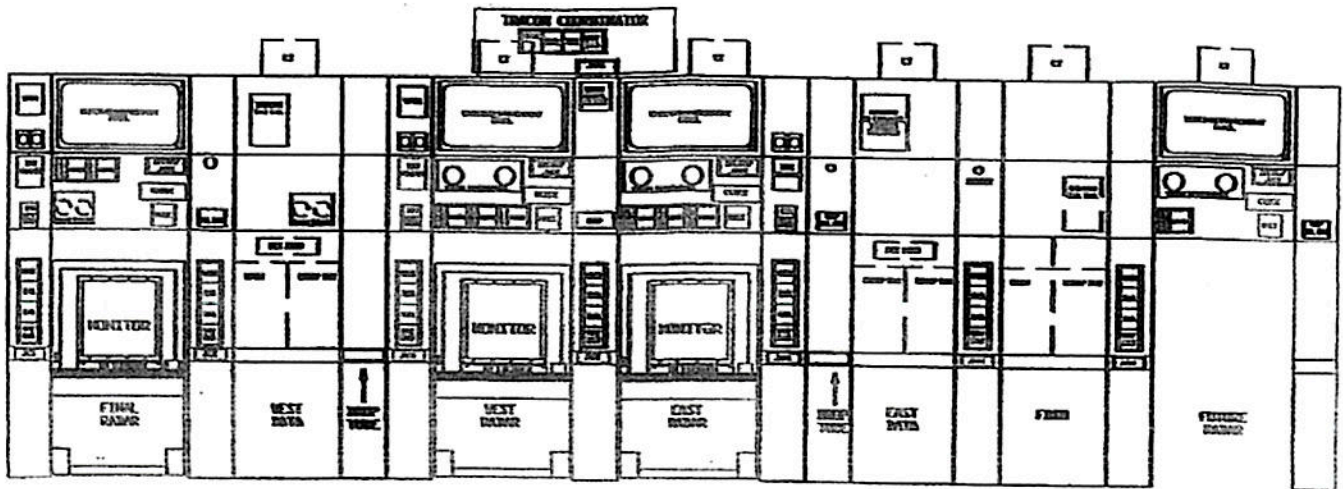
Log Date: 8/3/2013
Pos Type: HO

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
1000		0301		WR	AP

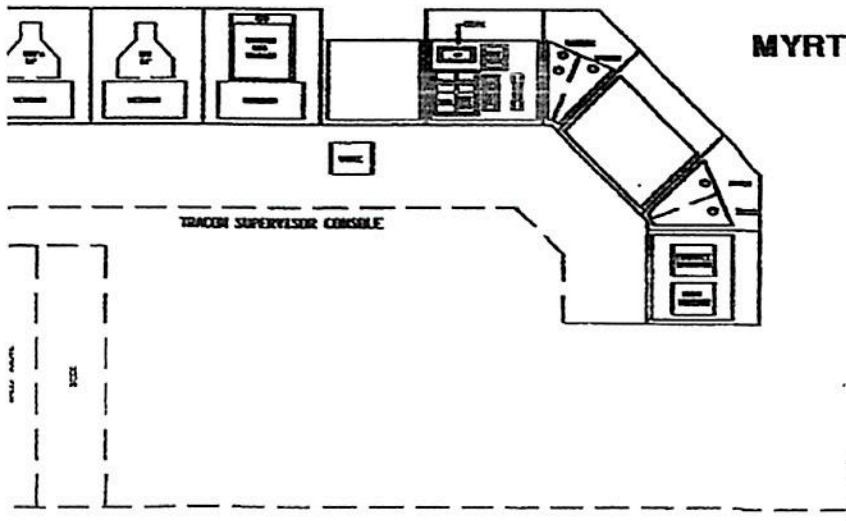
FAA Form 7230-10 (Electronic)

MYR-ATCT-0039
N7641N

SECTION 7.
Facility Layout Chart(s)

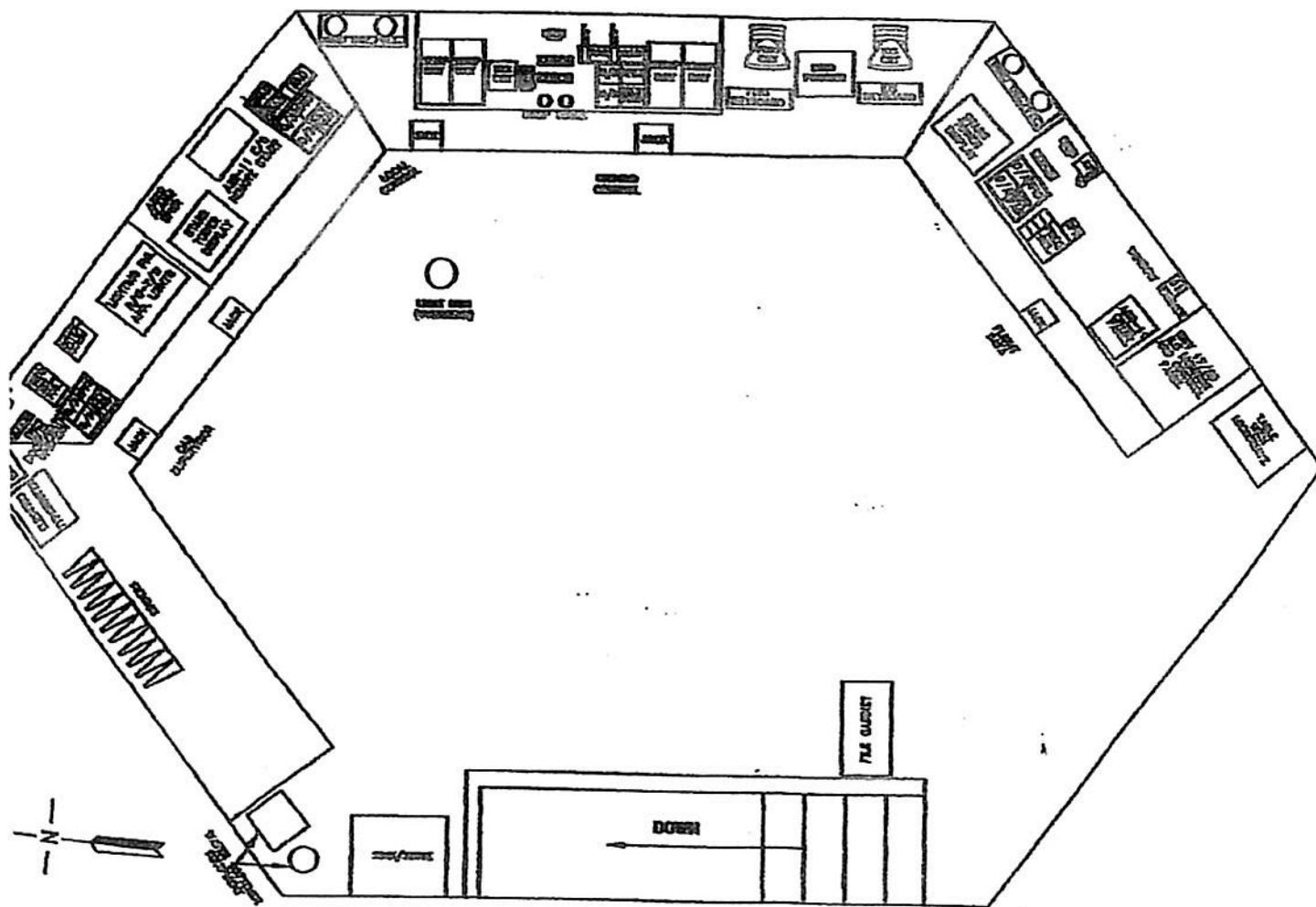


MYRTLE BEACH ATCT TRACON LAYOUT



MYR-ATCT-0039
N7641N

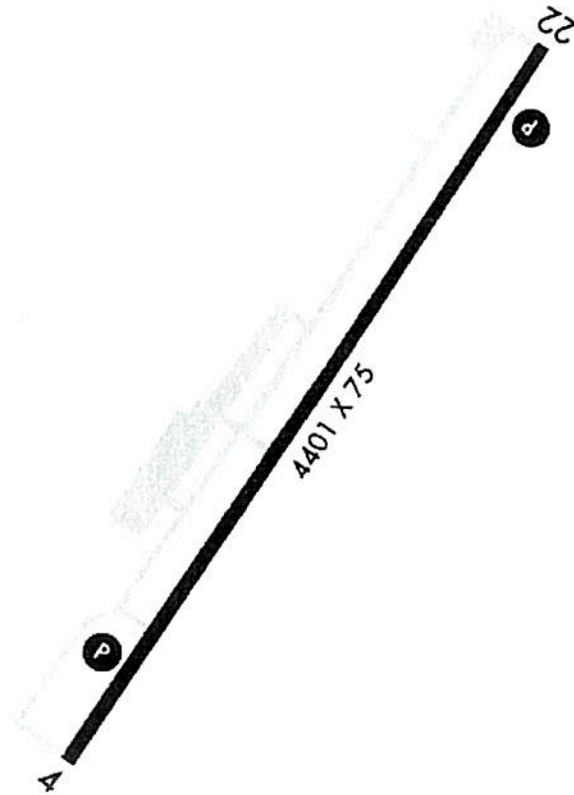
MYRTLE BEACH ATCT CAB LAYOUT



MYR-ATCT-0039
N7641N

SECTION 8.
Airport Diagram

Conway-Horry County (HYW) Airport



*This Diagram is not to Scale

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

Myrtle Beach Airport Traffic Control Tower

N 7641N | 73 |
BESG ✓ | |

R | HYAN

SECTION 10.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: August 06, 2013
To: Aircraft Accident File MYR-ATCT-0039
From: Myrtle Beach Airport Traffic Control Tower
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N7641N
Conway, SC, August 03, 2013

This transcription covers the Myrtle Beach Airport Traffic Control Tower (ATCT) ER AP position for the time period from August 03, 2013, 1615 UTC, to August 03, 2013, 1644 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
BE55, N7641N Myrtle Beach Air Traffic Control Tower, East Radar	N7641N MYR

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N7641N.

██████████
Walter Hall
Staff Specialist
Myrtle Beach ATCT

1615
(1616-1619)
1620

1620:10 N7641N myrtle approach baron seven six four one november is
twenty to the northeast of two thousand five hundred
with request we have lima

1620:20 MYR say again the call sign

1620:24 N7641N baron seven six four one november

1620:33 MYR november seven six four one november squawk zero three
seven three ident

MYR-ATCT-0039
N7641N

Page 2 of 4

...

1620:37 N7641N zero three seven three ident four one november

1621:00 MYR four one november radar contact one two miles north northwest of grand strand airport say altitude myrtle altimeter three zero zero three

1621:05 N7641N two thousand five hundred altimeter three zero zero three seven six four one november

1621:09 MYR november four one november roger say request

1621:12 N7641N i would like to request one practice i l s approach and then v f r return to conway

1621:17 MYR november four one november roger fly heading uhm two correction one niner zero vector to final approach course

1621:23 N7641N one niner zero vectors to final four one november

1621:56 MYR four one november fly heading two five zero vector for sequence

1622:00 N7641N heading two five zero vector for sequence four one november

1622:15 MYR november four one november climb out instructions maintain v f r at or below two thousand fly runway heading

1622:23 N7641N uhm v f r at or below two thousand maintain runway heading after climb out seven six four one november

1623

1624

1625:00 MYR november four one november expect a turn to final in about three miles

1625:02 N7641N four one november expect a turn to final in about uhm four miles

1625:46 MYR november four one november turn left heading one five zero intercept the localizer

MYR-ATCT-0039
N7641N

Page 3 of 4

...

1625:50 N7641N turn left heading one five zero intercept the localizer
seven six four one november
1626

1626:34 MYR november four one november turn left heading one zero
zero

1626:37 N7641N four one november left heading uhm one zero zero
1627

1627:55 MYR november four one november three miles from bevet turn
right heading one five zero maintain one thousand
correction maintain v f r at or above one thousand seven
hundred until established on the localizer cleared i l s
runway one eight approach
1628

1628:05 N7641N right heading uhm one five zero maintain seventeen until
established on the localizer cleared i l s approach one
eight seven six four one november

1629:00 MYR november four one november contact tower one two eight
point four five

1629:03 N7641N going to tower one two eight four five seven six four
one november
1630
(1631-1632)
1633

1633:04 N7641N departure baron seven six four one november with you uhm
climbing through nineteen hundred or nine hundred rather
correction

1633:24 MYR november seven six four one november myrtle departure
radar contact turn right heading two seven zero maintain
v f r

1633:30 N7641N right heading two seven zero maintain v f r seven six
four one november
1634
1635
1636

1636:42 MYR november four one november turn right for conway and uhm
report when you have the conway weather

1636:48 N7641N four one november right on course for conway we do have
the conway weather at this time
1637
1638

1638:22 N7641N myrtle approach baron seven six four one november we

MYR-ATCT-0039
N7641N

Page 4 of 4

...

have conway in sight request squawk v f r

1638:26 MYR november four one november uhm roger radar service
terminated squawk v f r frequency change to advisory
approved

1638:30 N7641N thanks myrtle good day four one november
1639
(1640-1643)
1644

End of Transcript



Federal Aviation Administration

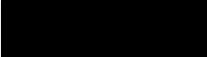
Memorandum

Date: August 06, 2013
To: Aircraft Accident File MYR-ATCT-0039
From: Myrtle Beach Airport Traffic Control Tower
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N7641N
Conway, SC, August 03, 2013

This transcription covers the Myrtle Beach Airport Traffic Control Tower (ATCT) LC LC position for the time period from August 03, 2013, 1624 UTC, to August 03, 2013, 1638 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
BE55, N7641N Myrtle Beach Air Traffic Control Tower, Local Control	N7641N MYR

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N7641N.


Walter Hall
Staff Specialist
Myrtle Beach ATCT

1624
(1625-1628)
1629

1629:10 N7641N myrtle tower you have baron seven six four one november
with you established on the i l s runway one eight

1629:15 MYR baron seven six four one november myrtle beach tower
wind one six zero at niner runway one eight cleared for
the option

1629:23 N7641N runway one eight cleared for the option seven six four
one november

1630
1631
1632

1632:11 N7641N myrtle tower baron seven six four one november on the go

MYR-ATCT-0039
N7641N

Page 2 of 2

...

1632:15 MYR baron seven six four one november uhm tower roger when
able turn right heading two one zero

1632:20 N7641N when able heading two one zero four one november

1632:55 MYR baron seven six four one november contact departure


1632:58 N7641N baron seven six four one november going to departure
thank you

1633
(1634-1637)
1638

End of Transcript



SECTION 11.
FAA Form(s) 8020-3, Facility Accident/Incident Notification Record

SECTION 12.
FAA Form(s) 8020-26, Personnel Statement

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Myrtle Beach ATCT	2. Report Number: MYR-ATCT-0039
		3. Aircraft Identification and Type: N7641N, BE55	
4. Location of Accident/Incident: Conway, SC		5. Date/Time of Accident/Incident (UTC) August 03, 2013, 1640 UTC	
6. Name (Operating Initials): Joshua C. Jenkins (RJ)	7. Title: ATCS	8. Position and Time (UTC): ER AP 1509-1645 UTC	
<p>9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.</p>			
10. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT	
<p>I was the developmental training on ER.</p> <p>N7641N called up NE of MYR requesting a VFR practice ILS APCH to Rwy 18, he checked on with the current ATIS. After the APCH he was requesting to go back to Conway. I Radar Identified him and vectored him for sequence at MYR, also giving him climb out instructions. I cleared him for the ILS 18 APCH then told him to contact tower.</p> <p>When he departed MYR I verified his Altitude and Radar Identified him. I told him to turn right heading 270 to vector away from MYR departure corridor. I told him to advise when he had the Conway (HW) weather and turned him on course to Conway. He reported Conway in sight and I terminated his RADAR services.</p> <p>The above statement is true and factual to the best of my knowledge, based upon the information available to me at this time.</p>			
11. Signature of Witness:		12. Date of Signature: 8/5/13	



FAA Form 8020-26 (12-10)

MYR-ATCT-0039
N7641N

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Myrtle Beach ATCT	2. Report Number: MYR-ATCT-0039
		3. Aircraft Identification and Type: N7641N, BE55	
4. Location of Accident Incident: Conway, SC		5. Date/Time of Accident Incident (UTC): August 03, 2013, 1640 UTC	
6. Name (Operating Initials): Brandi L. Walker (BE)	7. Title: ATCS	8. Position and Time (UTC): ER AP 1509-1645 UTC	
<p>9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.</p>			
10. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT	
<p>I (Brandi Walker) was the OBTI monitoring the developmental (Josh Jenkins) white on the East Radar position. N7641N initially called up North-East ^{of} MYR @ 2500 feet with the current ATIS code. The trainee (PJ) radar identified the aircraft and asked N7641N's request. N41N was requesting a VFR practice ILS approach to MYR + return to Conway (HYW) VFR. N41N was given climbout, vectored for sequence and eventually turned and given an ILS clearance. N41N was then switched to TOWER. N41N checked back on with Radar and was initially given a 270° heading. N41N was then turned on course to HYW and told to advise when he had the weather at HYW. The pilot advised he had the HYW weather. The pilot of N41N then advised he had HYW in sight and requested to go "VFR". PJ terminated N41N and the pilot acknowledged and squawked VFR (1200). The above statement is true and factual to the best of my knowledge, based upon the information available to me at this time.</p>			
11. Signature of Witness: 		12. Date of Signature: 8/5/13	

FAA Form 8020-26 (12-10)

MYR-ATCT-0039
N7641N

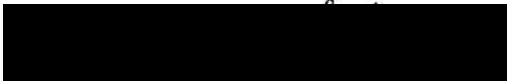
 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Myrtle Beach ATCT	2. Report Number: MYR-ATCT-0039
		3. Aircraft Identification and Type: N7641N, BE55	
4. Location of Accident Incident: Conway, SC		5. Date Time of Accident Incident (UTC): August 03, 2013, 1640 UTC	
6. Name (Operating Initials): Trent J. Slate (PI)	7. Title: ATCS	8. Position and Time (UTC): LC LC 1606-1732 UTC	
<p>9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.</p>			
10. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT	
<p>I WAS WORKING THE LOCAL ^{PI} CONTROL POSITION IN THE TOWER, AND THE ACTIVE RUNWAY WAS 1B. THE TOWER RADAR DISPLAY INDICATED N7641N WAS INBOUND, CONDUCTING AN ILS APPROACH. N7641N CALLED ON FREQUENCY, AND I ISSUED THE CURRENT WIND, AND ISSUED LANDING CLEARANCE - "CLEARED FOR THE OPTION." UPON N7641N STARTING HIS DEPARTURE CLIMB, I INSTRUCTED N7641N TO TURN RIGHT TO 210°. AFTER N7641N READ BACK THE INSTRUCTION AND COMMENCED THE TURN, I INSTRUCTED N7641N TO CONTACT DEPARTURE CONTROL, AND HE READ THAT BACK.</p> <p>THE ABOVE STATEMENT IS TRUE AND FACTUAL TO THE BEST OF MY KNOWLEDGE, BASED UPON THE INFORMATION AVAILABLE TO ME AT THIS TIME.</p>			
11. Signature of Witness:		12. Date of Signature:	
		8/09/13	

SECTION 13.
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 CLIMATIC DATA CENTER, ASHEVILLE, NORTH CAROLINA.



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

.....

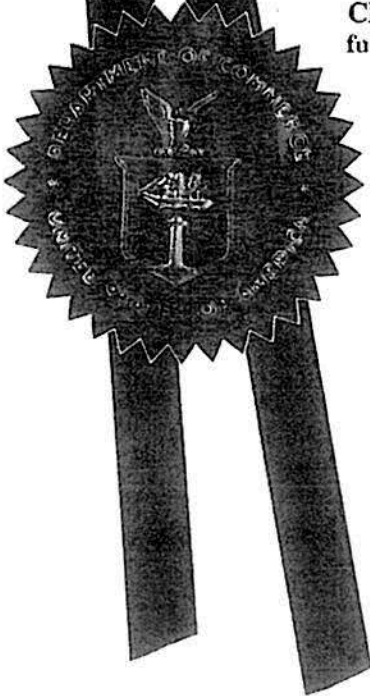
I HEREBY CERTIFY that NANCY A. RITCHEY, RECORDS CUSTODIAN, who signed the foregoing certificate, is now, and was at the time of signing, DATA ADMINISTRATOR, NATIONAL CLIMATIC DATA CENTER, and that full faith and credit should be given his certificate as such. I further state that I am the person to whom 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: AUG 06 2013

For the SECRETARY OF COMMERCE:



THOMAS R. KARL
DIRECTOR
NATIONAL CLIMATIC DATA CENTER
(Certifying Officer)



NWS SRRS PRODUCTS FOR:
2013080300 to 2013080406

SAUS70 KWBC 030000
KHYW 022355Z AUTO 17005KT 7SM -VCTSRA SCT031 BKN045 BKN060 24/24
A3003 RMK AO2 LTG DSNT NE THRU SE P0049=

SAUS70 KWBC 030018
KHYW 030015Z AUTO 16003KT 5SM BR SCT018 BKN040 BKN060 24/24 A3003
RMK AO2=

SAUS70 KWBC 030038
KHYW 030035Z AUTO 00000KT 7SM SCT018 SCT040 OVC110 24/24 A3003 RMK
AO2=

SAUS70 KWBC 030100
KHYW 030055Z AUTO 00000KT 7SM OVC110 24/24 A3003 RMK AO2 LTG DSNT
NE=

SAUS70 KWBC 030118
KHYW 030115Z AUTO 17003KT 7SM OVC100 25/25 A3004 RMK AO2=

SAUS70 KWBC 030138
KHYW 030135Z AUTO 19004KT 7SM SCT036 SCT100 25/25 A3004 RMK
AO2=

SAUS70 KWBC 030200
KHYW 030155Z AUTO 18004KT 7SM BKN040 BKN100 25/25 A3004 RMK
AO2=

SAUS70 KWBC 030216
KHYW 030215Z AUTO 16003KT 7SM SCT042 SCT047 OVC100 25/25 A3005 RMK
AO2=

SAUS70 KWBC 030238
KHYW 030235Z AUTO 00000KT 7SM OVC100 25/25 A3005 RMK AO2=

SAUS70 KWBC 030300
KHYW 030255Z AUTO 00000KT 7SM BKN100 25/25 A3005 RMK AO2=

SAUS70 KWBC 030318
KHYW 030315Z AUTO 00000KT 5SM BR OVC100 25/25 A3006 RMK AO2 LTG
DSNT S=

SAUS70 KWBC 030338
KHYW 030335Z AUTO 00000KT 4SM BR SCT046 OVC100 24/24 A3006 RMK
AO2=

SAUS70 KWBC 030400
KHYW 030355Z AUTO 00000KT 4SM BR BKN048 BKN100 24/24 A3006 RMK
AO2=

SAUS70 KWBC 030418
KHYW 030415Z AUTO 00000KT 4SM BR SCT048 24/24 A3006 RMK AO2=

SAUS70 KWBC 030438
KHYW 030435Z AUTO 00000KT 3SM BR BKN050 23/23 A3005 RMK AO2=

MYR-ATCT-0039

N7641N

SAUS70 KWBC 030500
KHYW 030455Z AUTO 00000KT 5SM BR OVC050 24/24 A3005 RMK AO2=

SAUS70 KWBC 030518
KHYW 030515Z AUTO 00000KT 5SM BR SCT050 23/23 A3005 RMK AO2=

SAUS70 KWBC 030538
KHYW 030535Z AUTO 00000KT 4SM BR CLR 23/23 A3005 RMK AO2=

SAUS70 KWBC 030600
KHYW 030555Z AUTO 00000KT 5SM BR CLR 23/23 A3004 RMK AO2=

SAUS70 KWBC 030618
KHYW 030615Z AUTO 00000KT 5SM BR CLR 23/23 A3004 RMK AO2=

SAUS70 KWBC 030638
KHYW 030635Z AUTO 00000KT 5SM BR CLR 23/23 A3003 RMK AO2=

SAUS70 KWBC 030700
KHYW 030655Z AUTO 00000KT 5SM BR CLR 23/23 A3003 RMK AO2=

SAUS70 KWBC 030718
KHYW 030715Z AUTO 00000KT 4SM BR CLR 23/23 A3003 RMK AO2=

SAUS70 KWBC 030738
KHYW 030735Z AUTO 00000KT 3SM BR CLR 23/23 A3003 RMK AO2=

SAUS70 KWBC 030800
KHYW 030755Z AUTO 00000KT 4SM BR CLR 23/23 A3002 RMK AO2=

SAUS70 KWBC 030818
KHYW 030815Z AUTO 00000KT 4SM BR CLR 23/23 A3003 RMK AO2=

SAUS70 KWBC 030838
KHYW 030835Z AUTO 00000KT 4SM BR CLR 23/23 A3003 RMK AO2=

SAUS70 KWBC 030900
KHYW 030855Z AUTO 17004KT 5SM BR CLR 23/23 A3003 RMK AO2=

SAUS70 KWBC 030916
KHYW 030915Z AUTO 17004KT 5SM BR SCT019 23/23 A3003 RMK AO2
P0001=

SAUS70 KWBC 030938
KHYW 030935Z AUTO 00000KT 5SM BR SCT019 23/23 A3003 RMK AO2
P0001=

SAUS70 KWBC 031000
KHYW 030955Z AUTO 00000KT 5SM BR CLR 23/23 A3004 RMK AO2 P0001=

SAUS70 KWBC 031018
KHYW 031015Z AUTO 00000KT 5SM BR CLR 23/23 A3004 RMK AO2=

SAUS70 KWBC 031036
KHYW 031035Z AUTO 00000KT 3SM BR CLR 23/23 A3004 RMK AO2=

SAUS70 KWBC 031100
KHYW 031055Z AUTO 00000KT 4SM BR CLR 23/23 A3004 RMK AO2=

SAUS70 KWBC 031118
MYR-ATCT-0039
N7641N

KHYW 031115Z AUTO 00000KT 2 1/2SM BR CLR 23/23 A3004 RMK AO2 LTG
DSNT SE=

SAUS70 KWBC 031140

KHYW 031135Z AUTO 00000KT 4SM BR CLR 24/24 A3005 RMK AO2=

SAUS70 KWBC 031200

KHYW 031155Z AUTO 19003KT 5SM BR CLR 25/25 A3005 RMK AO2=

SAUS70 KWBC 031218

KHYW 031215Z AUTO 19005KT 7SM CLR 25/25 A3005 RMK AO2=

SAUS70 KWBC 031238

KHYW 031235Z AUTO 19003KT 7SM CLR 26/26 A3005 RMK AO2 LTG DSNT
E=

SAUS70 KWBC 031300

KHYW 031255Z AUTO 18005KT 7SM CLR 27/26 A3005 RMK AO2 LTG DSNT
SE=

SAUS70 KWBC 031318

KHYW 031315Z AUTO 19003KT 5SM BR SCT012 27/27 A3005 RMK AO2=

SAUS70 KWBC 031338

KHYW 031335Z AUTO 23004KT 7SM SCT012 27/26 A3005 RMK AO2 LTG DSNT
E=

SAUS70 KWBC 031400

KHYW 031355Z AUTO 21004KT 7SM SCT012 SCT020 27/26 A3005 RMK
AO2=

SAUS70 KWBC 031416

KHYW 031415Z AUTO 21005KT 7SM SCT018 SCT025 28/25 A3005 RMK
AO2=

SAUS70 KWBC 031438

KHYW 031435Z AUTO 21005KT 7SM SCT018 SCT035 SCT050 28/25 A3005 RMK
AO2=

SAUS70 KWBC 031500

KHYW 031455Z AUTO 23004KT 7SM SCT020 SCT026 SCT033 29/23 A3004 RMK
AO2=

SAUS70 KWBC 031518

KHYW 031515Z AUTO 28004KT 5SM HZ CLR 30/23 A3003 RMK AO2=

SAUS70 KWBC 031538

KHYW 031535Z AUTO 21005KT 7SM SCT025 30/23 A3003 RMK AO2=

SAUS70 KWBC 031600

KHYW 031555Z AUTO 21005KT 7SM SCT025 30/23 A3003 RMK AO2=

SAUS70 KWBC 031616

KHYW 031615Z AUTO 21004KT 7SM SCT027 SCT036 31/23 A3002 RMK
AO2=

SAUS70 KWBC 031638

KHYW 031635Z AUTO 00000KT 7SM CLR 30/23 A3002 RMK AO2= *

SAUS70 KWBC 031700

MYR-ATCT-0039

N7641N

KHYW 031655Z AUTO 19004KT 7SM SCT046 SCT050 31/23 A3001 RMK
AO2=

SAUS70 KWBC 031716

KHYW 031715Z AUTO 18004KT 10SM SCT046 SCT050 31/22 A3001 RMK AO2
LTG DSNT NE=

SAUS70 KWBC 031738

KHYW 031735Z AUTO 22006KT 7SM BKN037 BKN043 BKN050 32/22 A3001 RMK
AO2=

SAUS70 KWBC 031800

KHYW 031755Z AUTO 15003KT 7SM BKN035 BKN043 OVC050 30/25 A3001 RMK
AO2=

SAUS70 KWBC 031818

KHYW 031815Z AUTO 14007KT 7SM -RA SCT033 BKN050 OVC110 29/24 A3001
RMK AO2=

SAUS70 KWBC 031838

KHYW 031835Z AUTO 15006KT 7SM SCT045 BKN070 OVC110 30/25 A3000 RMK
AO2=

SAUS70 KWBC 031900

KHYW 031855Z AUTO 16006KT 7SM SCT045 SCT060 OVC110 30/25 A3000 RMK
AO2 LTG DSNT E=

SAUS70 KWBC 031916

KHYW 031915Z AUTO 17007KT 7SM OVC110 30/24 A2999 RMK AO2=

SAUS70 KWBC 031936

KHYW 031935Z AUTO 15007KT 7SM BKN110 30/24 A2999 RMK AO2=

SAUS70 KWBC 032000

KHYW 031955Z AUTO 17007KT 7SM CLR 31/23 A2997 RMK AO2=

SAUS70 KWBC 032018

KHYW 032015Z AUTO 18005KT 7SM CLR 30/23 A2996 RMK AO2=

SAUS70 KWBC 032036

KHYW 032035Z AUTO 16004KT 7SM CLR 31/25 A2996 RMK AO2=

SAUS70 KWBC 032100

KHYW 032055Z AUTO 16006KT 7SM CLR 31/25 A2995 RMK AO2=

SAUS70 KWBC 032118

KHYW 032115Z AUTO 19007KT 7SM CLR 31/25 A2995 RMK AO2 LTG DSNT
S=

SAUS70 KWBC 032136

KHYW 032135Z AUTO 18005KT 7SM CLR 30/24 A2995 RMK AO2=

SAUS70 KWBC 032200

KHYW 032155Z AUTO 18006KT 7SM CLR 30/24 A2994 RMK AO2=

SAUS70 KWBC 032216

KHYW 032215Z AUTO 18005KT 7SM CLR 30/24 A2995 RMK AO2=

SAUS70 KWBC 032238

KHYW 032235Z AUTO 17003KT 7SM CLR 30/24 A2994 RMK AO2=

MYR-ATCT-0039

N7641N

SAUS70 KWBC 032300
KHYW 032255Z AUTO 18004KT 7SM CLR 29/25 A2994 RMK AO2=

SAUS70 KWBC 032318
KHYW 032315Z AUTO 16003KT 7SM CLR 28/25 A2994 RMK AO2=

SAUS70 KWBC 032336
KHYW 032335Z AUTO 17003KT 5SM HZ CLR 28/25 A2994 RMK AO2 LTG DSNT
NW=

SAUS70 KWBC 040000
KHYW 032355Z AUTO 17003KT 3SM HZ CLR 27/25 A2994 RMK AO2 LTG DSNT
SW AND NW=

SAUS70 KWBC 040016
KHYW 040015Z AUTO 00000KT 7SM CLR 27/25 A2995 RMK AO2 LTG DSNT
NW=

SAUS70 KWBC 040038
KHYW 040035Z AUTO 00000KT 10SM CLR 26/25 A2996 RMK AO2=

SAUS70 KWBC 040100
KHYW 040055Z AUTO 00000KT 10SM -DZ SCT037 BKN043 BKN050 26/26
A2997 RMK AO2=

SAUS70 KWBC 040118
KHYW 040115Z AUTO 00000KT 10SM SCT034 SCT050 BKN065 25/25 A2996
RMK AO2=

SAUS70 KWBC 040138
KHYW 040135Z AUTO 19003KT 7SM SCT032 BKN055 OVC075 25/25 A2996 RMK
AO2=

SAUS70 KWBC 040200
KHYW 040155Z AUTO 19004KT 7SM SCT060 SCT075 25/25 A2998 RMK
AO2=

SAUS70 KWBC 040218
KHYW 040215Z AUTO 00000KT 7SM SCT075 25/25 A2998 RMK AO2=

SAUS70 KWBC 040238
KHYW 040235Z AUTO 00000KT 7SM CLR 25/25 A2998 RMK AO2=

SAUS70 KWBC 040300
KHYW 040255Z AUTO 22003KT 7SM CLR 25/25 A2998 RMK AO2=

SAUS70 KWBC 040318
KHYW 040315Z AUTO 00000KT 7SM SCT060 25/25 A2998 RMK AO2=

SAUS70 KWBC 040338
KHYW 040335Z AUTO 00000KT 7SM CLR 25/25 A2998 RMK AO2=

SAUS70 KWBC 040400
KHYW 040355Z AUTO 00000KT 7SM CLR 25/25 A2998 RMK AO2=

SAUS70 KWBC 040416
KHYW 040415Z AUTO 00000KT 7SM CLR 25/25 A2997 RMK AO2=

SAUS70 KWBC 040438

MYR-ATCT-0039

N7641N

KHYW 040435Z AUTO 00000KT 7SM CLR 24/24 A2997 RMK AO2=

SAUS70 KWBC 040500

KHYW 040455Z AUTO 00000KT 5SM BR CLR 24/24 A2996 RMK AO2=

SAUS70 KWBC 040518

KHYW 040515Z AUTO 00000KT 7SM CLR 24/24 A2996 RMK AO2 LTG DSNT
SE=

SAUS70 KWBC 040538

KHYW 040535Z AUTO 21003KT 5SM BR CLR 23/23 A2995 RMK AO2=

SAUS70 KWBC 040600

KHYW 040555Z AUTO 00000KT 5SM BR CLR 23/23 A2994 RMK AO2=

SAUS70 KWBC 040616

KHYW 040615Z AUTO 00000KT 5SM BR CLR 23/23 A2993 RMK AO2=

SAUS70 KWBC 040638

KHYW 040635Z AUTO 00000KT 5SM BR CLR 23/23 A2993 RMK AO2=

MYR-ATCT-0039

N7641N