



Federal Aviation Administration


Memorandum

Date: October 05, 2012
To: Aircraft Accident File ZDC-ARTCC-0240
From: Washington Air Route Traffic Control Center
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N9200S
Dayton, VA, August 26, 2012

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) BLR RA position for the time period from August 26, 2012, 1504 UTC, to August 26, 2012, 1552 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Beechcraft Sierra, N9200S	N9200S
Washington ARTCC Blue Ridge Radar	BLRR
Unknown	UNKNOWN
De Havilland N8300T	N8300T
Beechcraft Bonanza N4282B	N4282B
Beechcraft Bonanza N167JW	N167JW

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N9200S.


Glen Trautner
Support Specialist
Washington ARTCC

1504
(1505-1508)
1509

1509:16 N9200S morning washington niner two zero zero sierra checking
in at nine point two for ten point five

1509:20 BLRR nine two zero zero zulu wash correction sierra
washington center roger the grant county altimeter three
zero two four

1509:32 BLRR november nine two zero zero sierra the grant county
altimeter for ya three zero two four

1509:39 N9200S thirty point four thank you

1511:01 N9200S ah washington double zero sierra we have ah mayday engine seems to have gone out ah we're v f r on top descending through ninety three hundred right now

1511:10 BLRR november nine two zero zero sierra roger understand you have a mayday and what was out

1511:15 N9200S ah engine out

1511:17 BLRR okay your engine's out are you okay i see your single engine november nine two zero zero sierra the shenandoah airport is at your ah say five o'clock and about two zero miles if you want to make a right turn you can go back there if not then we can uhm you can continue northbound and i have several airports to your north

1511:41 BLRR november nine two zero zero sierra did you copy

1511:44 N9200S ah roger we're going down pretty quick here so we're going straight ahead

1511:47 BLRR okay

1512:35 BLRR november nine two zero zero sierra there's also bridgewater which is off your right side about twelve miles

1512:41 N9200S ah roger we're still in the soup here so i can't see much of anything at this point

1512:46 BLRR okay alright
1513

1513:02 N9200S ah we're turning towards bridgewater see if you can give me vectors that would be great

1513:13 UNKNOWN bridgewater (unintelligible) pretty hard to find (unintelligible) might be best

1513:17 N9200S alright ah vectors anywhere you can please

1513:22 BLRR november nine two zero zero sierra bridgewater is a one two three heading one four miles

1513:31 N9200S ah roger one two three one four

1513:40 BLRR november nine two zero zero sierra also there's a grass strip called v a fifty two that's a zero nine zero heading and one three miles it's a mile closer to you

1513:50 N9200S ah roger we'll we'll proceed over in that direction you said zero nine zero

1513:53 BLRR yes sir zero nine zero heading it's one three miles

1513:58 BLRR it should take you about twelve minutes to get there at sixty six knots

1514

1514:07 BLRR november nine two zero zero sierra did you (unintelligible)

1514:11 N9200S ah roger that

1514:13 BLRR alright

1514:17 BLRR and also did you check your fuel tanks zero zero sierra

1514:20 N9200S i did yes i did

1514:21 BLRR okay

1514:23 BLRR we're we're a bunch of pilots so we're just trying to help you out

1514:26 N9200S i appreciate that

1514:27 BLRR no problem

1515

1516:00 BLRR november nine two zero zero sierra how you all doing

1516:02 N9200S oh we're hanging in there ah just coming out of

(unintelligible) looking for that field

1516:09 BLRR okay nine two zero zero sierra it's at your twelve
o'clock about ten miles now looks like ah yeah ten
o'clock two no ten miles

1516:19 N9200S ah roge still looking

1516:19 BLRR alright

1516:30 BLRR november nine two zero zero sierra uhm you may see a
highway do you see a highway in front of you
(unintelligible) v a fifty two

1516:36 N9200S ah not yet i gotta get across this ridge line i see a
couple of fields ah i'm looking for a highway

1516:43 BLRR okay
1517

1517:16 BLRR november zero zero sierra i'm showing you going on a
southbound heading now is that true

1517:22 N9200S ah negative

1517:26 N9200S ah well east

1517:32 BLRR november zero zero sierra how do you hear

1517:35 N9200S ah loud and clear but we're not gonna make it over the
ridge

1517:37 BLRR okay ah look for a field and let me know what you see

1517:47 N9200S i'm going in the trees

1517:49 BLRR november zero zero sierra roger stay with me as long as
you can
1518

1518:17 BLRR november nine two zero zero sierra how do you hear
1519
1520

1521

1521:38 BLRR eighty three hundred tango when are gonna head back to shenandoah

1522

1522:06 BLRR eighty three hundred tango i just asked when are you heading back to shenandoah

1522:14 N8300T we were planning on about another hour and a half here before we head back eighty three hundred tango

1522:18 BLRR alright roger we had that report of that down aircraft he's currently approximately fifteen miles northwest of shenandoah airport when he went in said he was on a ridge line out there our last reported contact see if i can get you a lat and long distance from there

1522:24 N8300T alright sir i copy that
1523

1523:59 N8300T and center eighty three hundred tango ah if you need us to we can go there and take a look where that aircraft was ah we have some equipment on board

1524

1524:09 BLRR roger ah let me give you a heading there

1524:17 BLRR and eighty three hundred tango he's approximate location is ah thirteen miles northwest of shenandoah

1524:26 N8300T alright ah thirteen northwest of shenandoah ah we'll probably head over there in ah just a second

1524:31 BLRR roger thanks

1525

1526

1527

1527:16 N8300T and center eighty three hundred tango ah turning for shenandoah we'll let you know when we get into the area

1527:20 BLRR roger thank you

1528

(1529-1531)

1532

1532:09 N4282B washington center bonanza eight two bravo if you want us to deviate southwest overfly his position i'm willing to do that

1532:14 BLRR no that's o okay i got ah ah v f r aircraft who's doing some air work a dash eight he's gonna go over there he lands at the airport right by him so he's gonna look for him

1532:23 N4282B eight two bravo roger

1532:24 BLRR thank you for your help though

1532:26 N4282B sure

1532:44 BLRR november eighty three hundred tango approximate heading of one six zero and thirty two miles ahead of you

1532:49 N8300T one six zero eighty three hundred tango thanks

1532:58 BLRR and the last reported cloud tops were around forty five hundred to fifty five hundred for a (unintelligible)

1533
1533:07 N8300T roger that for our descent we're gonna need a hole (unintelligible) we'll look for some holes and spiral down and get stay v f r underneath if that's okay with you

1533:20 BLRR yes sir if you can maintain v f r and do that i can give you an i f r if you need that too

1533:24 N8300T ah roger that ah we'll leave that for a reserve hopefully we won't need it coming out (unintelligible) cut through some layers until we see what to do if we can do that again

1533:34 BLRR roger

1533:37 N167JW ah center bonanza one six seven juliett whiskey if it helps from my position ah we see the mountains

1533:43 BLRR i'm sorry i missed who was who was that

1533:45 N167JW ah bonanza one six seven juliett whiskey (unintelligible) some holes in the clouds in our position

1533:50 BLRR alright one two seven juliett whiskey roger
(unintelligible) that down aircraft was at shenandoah
it's about twenty miles behind ya i do have a dash eight
east of ya twenty miles east of ya trying to get there
1534

1534:01 N167JW seven juliett whiskey
1535

1535:21 N8300T and center eighty three hundred tango what's the
topography is he in a valley or is he along eighty one
do you know

1535:26 BLRR eighty three hundred tango he said he was along a ridge
line ah just west of the bridgewater airport or frank
field

1535:34 N8300T ah roger we know that area (unintelligible) we'll come
down to the ah to whatever your m v a is down there is
it fifty five hundred we'll try to get through some
holes through there

1535:43 BLRR alright three hundred tango do you want your i f r now i
can get you down to sixty five hundred

1535:48 N8300T ah not just yet

1535:50 BLRR ah my lowest in that area
1536
(1537-1539)
1540

1540:02 BLRR eighty three hundred tango say your altitude

1540:05 N8300T eighty three hundred tango descending through seven
thousand three hundred uh we might of found a hole here
ah we're trying to shoot for it we'll let you know

1540:13 BLRR roger thank you
1541
(1542-1543)
1544

1544:44 BLRR eighty three hundred tango i do have lat and longs i
just found out let me see if i can get them from my
supervisor for ya

1544:48 N8300T ah lat and long would be great

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1544:58 BLRR and eighty three hundred tango last radar hit we on the
ah aircraft three eight two six north three eight two
1545 six north and zero seven nine zero niner west

1545:16 N8300T that's ah three eight two six north zero seven nine zero
nine west ah and that was a musketeer any idea of the
color

1545:26 BLRR let me find out
1546
1547

1547:23 BLRR and eighty three hundred tango that was the last radar
hit the lat and longs that i gave you he might be a
little east of there

1547:29 N8300T alright copy that eighty three hundred tango
1548
(1549-1551)
1552

End of Transcript