



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

REPORT DATE

October 23, 2013

REPORT NO.

ZLA-ARTCC-0300

NAME OF REPORTING FACILITY


Palm Springs ATCT (PSP)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2059 N7145U called Ground Control for Taxi, VFR flight to SEE
- 2102 Local Control Cleared N7145U for takeoff on runway 31R. Uneventful departure.
- 2104 Local Control instructed N7145U to contact Social TRACON on 126.7. No further contact.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 15, 2013	REPORT NO ZLA-ARTCC-0300
	NAME OF REPORTING FACILITY Los Angeles ARTCC (ZLA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 09, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2116 N7145U checked on ZLA Sector 9's frequency at 7,300 feet over TRM VOR, and was issued the TRM altimeter, 29.65. N7145U acknowledged the altimeter.

2128 The R9 controller asked what altitude N7145U was climbing to. N7145U replied they went to eighty five hundred but went back down to forty five hundred because it was too bumpy. The R9 controller advised N7145U that they were entering an area of high terrain and asked if N7145U could maintain their own terrain obstruction clearance. N7145U advised they were familiar with the area and offered to squawk VFR. The R9 controller said he could continue to flight follow N7145U, but wanted to make sure the pilot had visual with the ground because he was pretty low. N7145U replied in the affirmative.

2133 The R9 controller issued N7145U the SAN altimeter, 29.82, with acknowledgement. The R9 controller gave N7145U a frequency change to SoCal Approach, 132.2, with correct readback.

2138 SoCal Miramar Sector called Sector 9 to ask if they were still talking the N7145U. The R9 controller said no, whereupon the Miramar controller said N7145U was not talking to him. The R9 controller transmitted twice to N7145U, with no reply.

2140 The R9 controller transmitted to N7145U, with no reply. The R9 controller called Miramar Sector to ask if he talked to N7145U. The Miramar controller said he never talked to N7145U. The R9 controller said he gave N7145U 132.2 and said the aircraft is out there three miles south of JLI VOR. The Miramar controller said N7145U just tagged up again. The R9 controller acknowledged.


2141 An ELT alarm began transmitting on 121.5.

2142 An unidentified controller transmitted on 121.5 for N7145U to come up on frequency 125.3.

2145 The Miramar controller called Sector 9 to ask if they were still tracking N7145U, advising he lost the track again. The R9 controller said he lost the track as well. The Miramar controller said they were showing loss of radar and radios at the same time, and that the last observed altitude was forty five hundred. The R9 controller said the last track he saw was five south of JLI VOR at forty five hundred.

2154 R9 controller called Miramar controller to ask if N7145U landed yet or if they found him. Miramar replied he never saw the aircraft south of JLI VOR and never talked to him, and advised the R9 controller that it was being reported to the DEN.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE November 13, 2013	REPORT NO. ZLA-ARTCC-0300
	NAME OF REPORTING FACILITY Southern California TRACON (SCT)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT

October 09, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2104 N7145U checked on to Springs Radar Sector (SPRR) frequency

2105 SPRR advised N7145U to reset his transponder to 4765 as the last digit was incorrect. N7145U acknowledged. SPRR advised N7145U the last digit was still incorrect. N7145U advised he was trying to reset it and asked if was reading correctly. SPRR advised N7145U that the last digit was now showing 6 not 5. N7145U acknowledged.

2106 SPRR advised N7145U that the transponder was reading correctly and radar identified the aircraft and asked to the pilot to verify the destination. N7145U advised he was overflying Thermal and was attempting to land at Gillespie Airport (SEE) if it was V F R there. SPRR acknowledged and asked N7145U to verify altitude climbing to. N7145U advised 8,500 feet.

2115 SPRR advised N7145U to contact Los Angeles Center (ZLA) on frequency 128.6. N7145U acknowledged.

2138 North Radar Sector (NORTR) called ZLA Sector 9 (Sector 9) and asked if they were in contact with N7145U. Sector 9. Sector 9 advised negative and that they had transferred communications to NORTR frequency and N7145U had acknowledged.

2139 NORTR advised Sector 9 that radar contact had been lost and that N7145U had not called. Sector 9 acknowledged. NORTR attempted contact with N7145U. No acknowledgment. NORTR attempted contact with N7145U. No acknowledgment.

2140 Sector 9 called NORTR and asked if they had contact with N7145U.

2141 NORTR advised negative. Sector 9 relayed the last position of N7145U and NORTR advised that N7145U had just re-acquired on his radar display. Sector 9 acknowledged. NORTR attempted contact with N7145U. No acknowledgment.


2142 NORTR attempted contact with N7145U. No acknowledgment. NORTR attempted contact with N7145U and asked the aircraft to attempt contact on his frequency 125.3. No acknowledgment.

2144 NORTR attempted contact with N7145U. No acknowledgment.

2145 NORTR attempted contact with N7145U. No acknowledgment. NORTR called Sector 9.

2146 Sector 9 acknowledged. NORTR asked if they were still tracking N7145U. Sector 9 advised negative. Both Sector 9 and NORTR exchanged the last observed position of N7145U as 5 miles south of Julian V O R at 4,500 feet.

2147 NORTR contacted Gillespie Airport Traffic Control Tower (SEE) and advised them of the status of N7145U and asked to be notified if the aircraft contacted them. SEE acknowledged.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	<small>REPORT DATE</small> November 13, 2013	<small>REPORT NO</small> ZLA-ARTCC-0300
	<small>NAME OF REPORTING FACILITY</small> Southern California TRACON (SCT)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2152 NORTR attempted contact with N7145U. No acknowledgment.

2154 Sector 9 called NORTR to ask if N7145U had called. NORTR advised that he did not have radar contact and that the aircraft had never called. NORTR advised Sector 9 that the Operations Manager was reporting the loss of radios and radar to the Domestic Event Network (DEN). Sector 9 acknowledged.

2158 NORTR attempted contact with N7145U. No acknowledgment.

No More Follows

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 1
				DATE Oct 9, 2013
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	
Palmdale, CA	ZLA	ARTCC	Watch Desk	<div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> AIR TRAFFIC MANAGER Tommy A. Graham
UTC TIME	REMARKS			
0700	RUSS GUENTHER ON. WCLC. SECON YELLOW. CFPL: Sec 26 135.3 QXA COVERAGE ISSUE. COMM NOTIFIED. CFPL: S39 133.2 BLH M/ST RX INTERMITTENT STATIC. CFPL: S40 127.52 BLH M/ST RX INTERMITTENT STATIC. CFPL: TONE INCIDENT AT THE MOS DESK. THEY WERE WORKING ON THE DSN LINE. THE DSN PHONE RANG AND THE SPECIALIST ANSWERED THE LINE AND RECEIVED A TONE. THE SPECIALIST WAS GIVEN A TONE INCIDENT FORM AND A CA-1. CFPL: S37 QQQ 279.6 M RX OTS. -- RG			
0817	OPSNET COMPLETE. -- RG			
0901	ZLA CFAD/CRAD CERTIFIED. -- RG			
1300	DON TRUE ON. -- DT			
E 1458	S21 132.85 QXT BUEC -- DT			
E 1459	S31 126.77 YUN BUEC NOT SELECTABLE -- DT			
E 1459	S30 119.95 QXT BUEC NOT SELECTABLE -- DT			
1500	WCLC -- DT			
1517	ROGER BAKER ON. -- BP			
M 1736	ZLA-M-2013/10/09-0001 -- UAL1166 -- GL			
M 1816	ZLA-M-2013/10/09-0002 -- BSK173 -- BP			
1932	TANIA BODART ON. -- NO			
E 1940	S31 126.77 YUN BUEC NOT SELECTABLE - RTS -- NO			
Q 2301	ZLA OMIC ANDERSON RECEIVED A PHONE CALL FROM SCT, SAN DIEGO AREA ADVISING, THAT THEY HAD LOST RADAR ON N7145U AT 2143Z, JLI135002, LAST APPEARED TO BE TURNING EASTBOUND AT FOUR THOUSAND FIVE HUNDRED FEET. SCT ADVISED THAT THEY NEVER ESTABLISHED COMMUNICATIONS WITH THIS AIRCRAFT. -- NO			
Q 2306	ALNOT INITIATED BY ZLA OMIC AND DELIVERED TO ZLA FDCS ON N7145U, MO20, PSP TO SEE. RCC ADVISED. -- NO			
Q 2323	<div style="margin-bottom: 5px;">2315 WCLC-No</div> RCC ADVISES THAT INCIDENT NUMBER 5172 IS OPEN IN CONJUNCTION WITH ALNOT ON N7145U. ALL CURRENT ELT REPORTS HAVE BEEN FORWARDED. -- DD			
Q 0041	PRC FSS ADVISED SEARCH RESULTS WERE NEGATIVE FOR N7145U, ALNOT #5172. -- NO			
0102	DANA ANDERSON ON. -- DD			
0527	TAMELA MURRAY ON. -- GT			
0659	COB. -- GT			
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) <div style="background-color: black; width: 200px; height: 30px; margin-top: 5px;"></div>		

FAA Form 7230-4

ZLA-ARTCC-0300
N7145U

SECTION 8.

Transcription of Voice Recording(s)

ZLA-ARTCC-0300

N7145U



Federal Aviation Administration

Memorandum

Date: November 13, 2013

To: Aircraft Accident File ZLA-ARTCC-0300

From: Southern California Terminal Radar Approach Control Facility

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N7145U
Julian, CA, October 09, 2013

This transcription covers the Southern California Terminal Radar Approach Control Facility (TRACON) SPFR AR position for the time period from October 09, 2013, 2059 UTC, to October 09, 2013, 2121 UTC.

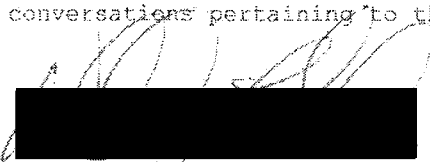
Agencies Making Transmissions

Abbreviations

Mooney N7145U
Southern California TRACON Springs
Radar Sector

N7145U
SPFR

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N7145U.


William L. Smith
Staff Specialist
Southern California TRACON

2059
(2100-2103)
2104
2104:57 N7145U social mooney seven one four five uniform just out of palm
springs uh zero three zero i'm headed down to thermal
2105
2105:05 SPFR november seven one four five uniform squawk four seven six
five please roll that last digit all the way around to a
five
2105:11 N7145U alright four seven six five
2105:32 SPFR alright november four five uniform it still looks like
you're squawking four seven six four si that last digit
the fourth digit showing a five

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N7145U

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2105:40 N7145U ya it is trying to

2105:45 N7145U are you getting a five now

2105:47 SPRR stand by let me look

2105:50 SPRR no now i'm getting a six

2105:52 N7145U alright let me go back to five
2106

2106:11 SPRR november four five uniform i'm showing a five now don't
touch a thing you're radar contact own navigation
approved and you're landing thermal

2106:17 N7145U uh i'm going to go down to thermal and then i'm going to
uh try to get into gillespie see if the weath you know
see if the weather's good enough to get in there v f r

2106:27 SPRR four five uniform keep me advised own navigation's
approved altitude's at your discretion what altitude are
you going to climb to

2106:31 N7145U uh i'm going to go up to uh eighty five hundred to start
with

2106:35 SPRR roger

2106:38 N7145U thanks a lot four five uniform

2106:40 SPRR no worries thank you
2107
(2108-2114)
2115

2115:29 SPRR mooney four five uniform contact los angeles center on one
two eight point six

2115:35 N7145U one two eight point six four five uniform
2116
(2117-2120)

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N7145U

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2121

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 18, 2013

To: Aircraft Accident File ZLA-ARTCC-0300

From: *FOR* [REDACTED] Tommy A. Branham, Air Traffic Manager, Los Angeles ARTCC

Subject: DALR Synchronization

The DALR time source was out of synchronization with Coordinated Universal Time on October 9, 2013, at the time the subject aircraft accident occurred. This fact became apparent in the course of operational investigations by Operations Managers and Quality Control personnel. The problem has since been addressed, but any events occurring prior to resynchronization of DALR with Coordinated Universal Time cannot be corrected. The explanation is as follows:

Some time prior to October 9, the DALR system had to be powered down due to issues with the facility critical power system. Loss of power to the system caused the network time server to revert back to a default setting and should have been manually updated when DALR was restarted. After power was restored, the time server on the DALR2 system was not updated to the current year. The DALR2 system computer subsystem (Inform server, loggers, and workstations) will not automatically synchronize if the time server has a large change in time. If not synchronized, the computers revert to their respective internal time source. The internal time source of computers will drift over time if not synchronized.

After the problem was identified, the network time server was used to force a resynchronization on each computer. The system then resumed recording with the correct time. However, any audio recording on the system recorded when the time was not correct is not synchronized with Coordinated Universal Time. It is not possible to correct recordings made prior to the resynchronization.



Federal Aviation Administration

Memorandum

Date: November 18, 2013
To: Aircraft Accident File ZLA-ARTCC-0300
From: Los Angeles Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N7145U
Julian, CA, October 09, 2013

This transcription covers the Los Angeles Air Route Traffic Control Center (ARTCC) 9 R position for the time period from October 09, 2013, 2111 UTC, to October 29, 2013, 2200 UTC.


Agencies Making Transmissions

Abbreviations

N7145U
Los Angeles ARTCC Radar Sector 9
Southern California TRACON North Radar
Sector

N7145U
9R
SDNR

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N7145U.


K. Dale Raulston
Support Specialist
Los Angeles ARTCC

2111

(2112-2115)

2116

2116:06 N7145U socal mooney seven one four five uniform at seventy three over thermal

2116:12 9R november seven one four five uniform los angeles center thermal altimeter two niner six five

2116:17 N7145U two niner six five thanks

2117

(2118-2127)

2128

2128:27 9R november seven one four five uniform say altitude climbing

to

2128:30 N7145U ah four five uniform uh i went up to eighty five but i came back down to ah forty five now cause it's very bumpy up there

2128:39 9R november seven one four five uniform roger you're encountering an area of high terrain verify you can maintain your own terrain obstruction clearance

2128:45 N7145U yes i'm familiar with the area and uh i can squawk v f r if you if you'd like

2128:51 9R oh no that's fine i just want to make sure you have a good visual on the ground and you can maintain your own terrain obstruction clearance cause you're pretty low

2128:58 9R affirmative four five uniform

2129:00 9R all right uh sixteen and above is released everything else is cold el centro one one thousand there see what this g i says real quick while we're sitting here uh pop in read okay ops current at el centro i haven't looked at this uh other than that everything else is normal no flow there's some bad rides all right uh south and bravo write it on here abel's abel that's him there okay so i haven't put that in the machine yet airports other than that are none flow weather there's some bad rides twenty three twenty four light occasional moderate turbulence they were taking the arrivals down and getting them in low altitude and they were giving them to me in low altitude uh looks like he's just getting light chop he came to me at like thirty four thousand feet crossing uh twenty four there so that was fine (unintelligible) normal dark (unintelligible) east has control airmets sigmets posted outages yuma's active a's active b's your backup and that's pretty much it on the board traffic is uh the wake i didn't catch what he was or where he was going but i gave him a squawk i don't see him anywhere uh american's gone on at one one thousand v f r you heard what i told him he's at one zero thousand direct julian victor five fourteen uh flashing at you here and southwest has uh trixi at one two thousand there's that a v eight (unintelligible) five two i think he said i'll put

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N7145U

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something in over here for you okay

2131:39 9R v f r you heard what i told him
2133

2133:16 9R november seven one four five uniform san diego altimeter
two niner eight two

2133:20 N7145U two niner eight two for four five uniform

2133:27 9R november seven one four five uniform contact social
approach one three two point two

2133:31 N7145U one three two point two for four five uniform
2134
(2135-2137)
2138

2138:36 SDNR nine miramar on the two line

2138:40 9R nine

2138:41 SDNR you still talking to four five uniform

2138:42 9R no i gave him to you

2138:43 SDNR radar contact lost and he's not talking to me

2138:45 9R l p

2138:46 SDNR (unintelligible)

2138:48 9R november seven one four five uniform radio check

2138:55 9R november seven one four five uniform radio check
2139
2140

2140:38 9R november seven one four five uniform radio check

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N7145U

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2140:42	9R	miramar nine two line
2140:44	SDNR	miramar
2140:46	9R	november four five uniform did you talk to him yet
2140:47	SDNR	i never talked to him
2140:48	9R	well okay i put him on one thirty two two but uh he is out there three miles south of julian
2140:52	SDNR	well i doubt uh he just tagged up again there
2140:54	9R	okay l p
2140:55	SDNR	all right um (unintelligible)
2141		
2142		
2142:15	SDNR	seven one four five uniform if you hear social come up on my frequency one two five point three
2143		
2144		
2145		
2145:32	SDNR	nine miramar
2145:41	SDNR	nine miramar on the two line
2145:49	9R	nine
2145:51	SDNR	are you tracking four five uniform still i lost him again
2145:52	9R	uh no i lost him
2145:54	SDNR	all right well we're showing loss of radar and radio at the same time last i showed him was forty five hundred
2145:59	9R	well the last i saw was five south of julian at forty five

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N7145U

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hundred that's the last i saw

2146:02 SDNR all right thanks

2146:03 9R (unintelligible)

2147

(2148-2153)

2154

2154:27 9R miramar nine two line

2154:28 SDNR miramar

2154:29 9R do you know if that guy landed yet or did you find him

2154:32 SDNR ah we never saw him south of julian and we've never talked to him

2154:35 9R all right

2154:36 SDNR i think they're reporting it to the den right now

2154:39 9R all right thanks

2155

(2156-2159)

2200

End of Transcript



Federal Aviation Administration


Memorandum

Date: November 18, 2013
To: Aircraft Accident File ZLA-ARTCC-0300
From: Southern California Terminal Radar Approach Control Facility
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N7145U
Julian, CA, October 09, 2013

This transcription covers the Southern California Terminal Radar Approach Control Facility (TRACON) SDNR AR position for the time period from October 09, 2013, 2133 UTC, to October 09, 2013, 2204 UTC.

Agencies Making Transmissions	Abbreviations
Southern California TRACON North Radar	SDNR
Sector	
Los Angeles Center Sector 9	SECTOR 9
Gillespie Airport Traffic Control	SEE
Tower	

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N7145U.


William L. Smith
Staff Specialist
Southern California TRACON

2133
(2134-2137)

2138
2138:49 SDNR nine miramar on the two line

2138:54 SECTOR 9 nine

2138:55 SDNR you still talking to four five uniform

2138:56 SECTOR 9 no i gave him to you

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N7145U

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2138:58 SDNR uh radar contact lost (unintelligible)
2139

2139:01 SDNR november seven one four five uniform social approach

2139:45 SDNR mooney seven one four five uniform social
2140

2140:56 SECTOR 9 miramar nine two line

2140:58 SDNR miramar

2140:59 SECTOR 9 (unintelligible) four five uniform did you talk to him yet

2141:00 SDNR i never talked to him

2141:02 SECTOR 9 well okay i put him on thirty two two but uh he is out
there three south of julian

2141:05 SDNR uh no he just tagged up again there

2141:07 SECTOR 9 alright (unintelligible)

2141:08 SDNR alright (unintelligible)

2141:31 SDNR november seven one four five uniform social
2142

2142:15 SDNR mooney seven one four five uniform social

2142:28 SDNR november seven one four five uniform social approach come
up on my frequency one two five point three
2143
2144

2144:42 SDNR november seven one four five uniform social approach
2145

2145:21 SDNR mooney seven one four five uniform social

2145:44 SDNR nine miramar

2145:53 SDNR nine miramar on the two line

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N7145U

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2146

2146:03 SECTOR 9 nine

2146:04 SDNR are you tracking four five uniform still i lost him again

2146:06 SECTOR 9 uh no i lost him

2146:09 SDNR alright we're showing loss of radar and radios at the same time last i showed him at forty five hundred

2146:13 SECTOR 9 ya that was the last i saw him five south of julian at forty five hundred that's the last i saw

2146:15 SDNR alright thank you

2146:16 SECTOR 9 (unintelligible)
2147

2147:29 SDNR gillespie miramar

2147:30 SEE gillespie

2147:31 SDNR k keep your ears out for a seven one four five uniform he was v f r inbound to you guys and we lost radar with him up by julian so if he calls you let us know

2147:38 SEE i will

2147:39 SDNR thanks

2147:40 SEE (unintelligible)

2148

(2149-2151)

2152

2152:32 SDNR november seven one four five uniform social approach

2153

2154

2154:40 SECTOR 9 miramar nine two line

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N7145U

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2154:41 SDNR miramar

2154:42 SECTOR 9 hey do you know if that guy landed yet or did you find him

2154:44 SDNR uh we never saw him south of julian and we've never talked to him

2154:48 SECTOR 9 alright

2154:49 SDNR they're i think they're reporting it to the den right now

2154:51 SECTOR 9 alright thanks (unintelligible)

2155

(2156-2157)

2158

2158:24 SDNR mooney seven one four five uniform socat approach how do you hear

2159


(2200-2203)

2204

End of Transcript



SECTION 9.

FAA Form(s) 8020-26, Personnel Statement

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Southern California TRACON	2. Report Number: ZLA-ARTCC-0300
		3. Aircraft Identification and Type: N7145U, MD20	
4. Location of Accident/Incident: JLI, CA		5. Date/Time of Accident/Incident (UTC): 10/9/13 2138Z	
6. Name (Operating Initials): Dele Ralph (RD)	7. Title: ATIS	8. Position and Time (UTC): SONR 2130Z-2214Z	
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.			
10. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT	
At 2132Z I took a handoff on N7145U VFR inbound to SEE. At 2138 I observed a loss of radar contact with N7145U, I then called ZLA sector 9 to see if they had radio contact with the aircraft, they said they had already changed his frequency. I informed the supervisor. At 2148Z N7145U re-acquired and 1 minute later was lost again. I informed the supervisor of both events. I continued to try to contact the aircraft as well as checking with adjacent sectors as well as SEE Tower with no success.			
11. Signature of: 		12. Date of Signature: 10/10/13	

FAA Form 8020-26 (12-10)



ZLA-ARTCC-0300
N7145U



 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility Los Angeles ARTCC	2. Report Number ZLA-ARTCC-0300
		3. Aircraft Identification and Type N7145U, M020	
4. Location of Accident/Incident Julian, CA		5. Date/Time of Accident/Incident (UTC) October 09, 2013; 2142 UTC	
6. Name (Operating Initials): James M Reasoner (VB)	7. Title: ATCS	8. Position and Time (UTC): 9 R 2114-2114 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 type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> SUPPLEMENTAL <input type="checkbox"/> COMMENT <input checked="" type="checkbox"/> NO COMMENT	
		12. Date of Signature Nov 15, 2013	

FAA Form 8020-26 (12-10)

ZLA-ARTCC-0300

N7145U


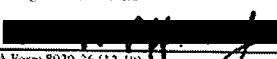
 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		1. Name of Reporting Facility: Los Angeles ARTCC	2. Report Number:
PERSONNEL STATEMENT		3. Aircraft Identification and Type: N7145U M20P	
4. Location of Accident/Incident: 5 miles South of Julian		5. Date/Time of Accident/Incident (UTC): 10/9/2013 2142Z	
6. Name (Operating Initials): James Reesoner (VR)	7. Title: ATCS	8. Position and Time (UTC): R9 2142	
<p>9. Complete in accordance with FAA Order JO 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>On OCTOBER 9, 2013 at 2113Z I assumed the R+RA sector 9 position at LA Center. At 2116 N7145U checks on my frequency out of 7300, I issue him the local altimeter of 2965. At 2128 I inquire of N7145U as to what altitude he is climbing to. The pilot advised that he had climbed to 8500 but descended back down because it was pretty bumpy up there. I advised the pilot that he was entering an area of high terrain and asked if he was able to maintain his own terrain + obstruction clearance. The pilot advised that he was familiar with the area and could squawk VFR if I wanted. I advised him that I could continue flight following I was just asking about the terrain because he was so low. At 2129 I start my position relief briefing. The relieving controller is aware of my conversation with N7145U.</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: 		12. Date of Signature: October 11, 2013	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility Los Angeles ARTCC	2. Report Number: ZLA-ARTCC-0300
		3. Aircraft Identification and Type: N7145U, MO20	
4. Location of Accident/Incident: Julian, CA		5. Date/Time of Accident/Incident (UTC): October 09, 2013; 1227 UTC	
6. Name (Operating Initials) Lloyd A. Proffitt (LP)	7. Title: ATCS	8. Position and Time (UTC): 9 R 2134-2236 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 type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> SUPPLEMENTAL <input type="checkbox"/> COMMENT <input checked="" type="checkbox"/> NO COMMENT	
11. Signature of Witness 		12. Date of Signature 1-8-14	

FAA Form 8020-26 (12-10)

ZLA-ARTCC-0300

N7145U

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Los Angeles ARTCC	2. Report Number: ZLA-ARTCC-0300
		3. Aircraft Identification and Type: N7145U, M020	
4. Location of Accident/Incident: Julian, CA		5. Date/Time of Accident/Incident (UTC): October 09, 2013; 2142 UTC	
6. Name (Operating Initials): Lloyd A Proffitt (L.P)	7. Title: ATCS	8. Position and Time (UTC): 9 R 2134-2134 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 type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> SUPPLEMENTAL <input type="checkbox"/> COMMENT <input checked="" type="checkbox"/> NO COMMENT	
11. Signature of Witness: 		12. Date of Signature: 11-18-2013	

FAA Form 8020-26 (12-10)

ZLA-ARTCC-0300

N7145U



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:
Los Angeles ARTCC

2. Report Number:

3. Aircraft Identification and Type:

N7145U

M209/A

4. Location of Accident/Incident:

JLI

5. Date/Time of Accident/Incident (UTC):

10-9-2013 / 2142

6. Name (Operating Initials):

LLOYD PROFFIT (LP)

7. Title:

ATIS

8. Position and Time (UTC):

R9 2142

9. Complete in accordance with FAA Order JO 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.

10. Text of Statement:

☒ ORIGINAL

☐ SUPPLEMENTAL

☒ COMMENT

☐ NO COMMENT



On 10-9-2013, I was assigned sector 9. As I plugged into sector, to get a sector relief briefing, the R9 controller, I was relieving, asked N7145U what he was climbing to. The data block showed 045. N7145U said he was at 085, but descended for a better ride. The controller I was relieving asked N7145U if he had the terrain in sight, and if he could provide his own terrain obstruction clearance. N7145U said yes, he was familiar with the area. There was nothing discussed in the sector relief briefing about adverse rides in the JLI area. After assuming the sector, I radar identified an aircraft requesting VFR advisories (WAKE 11). I then issued N7145U the SAN DIEGO altimeter and shipped him to South approach. South called approximately five minutes later, asking if I had shipped him and that they had lost radar. I attempted to reach him on my frequency three more times. I was able to see him on my radar until JHL. At 2146 South called again to ask if I was still tracking N7145U. I told him that last time I saw him was 5 south of JLI at 045.

THE ABOVE STATEMENT IS TRUE AND FACTUAL TO THE BEST OF MY KNOWLEDGE BASED UPON THE INFORMATION AVAILABLE TO ME AT THIS TIME

11. Signature of Witness:

12. Date of Signature:

10-11-2013

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: Los Angeles ARTCC	2. Report Number: ZLA-ARTCC-0300
		3. Aircraft Identification and Type: N7145U, MO20	
4. Location of Accident/Incident: Julian, CA		5. Date/Time of Accident/Incident (UTC): October 09, 2013; 2142 UTC	
6. Name (Operating Initials): James M. Reasoner (VB)	7. Title: ATCS	8. Position and Time (UTC): 9 R 2113-2133 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 type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> SUPPLEMENTAL <input type="checkbox"/> COMMENT <input checked="" type="checkbox"/> NO COMMENT	
		12. Date of Signature: Jan 6, 2014	

FAA Form 8020-26 (12-10)

ZLA-ARTCC-0300

N7145U

SECTION 10.
Weather Products



Federal Aviation Administration

Memorandum

Date: November 15, 2013

To: Aircraft Accident File ZLA-ARTCC-0300

From: Tommy A. Graham, Air Traffic Manager, Los Angeles ARTCC

Subject: Certified Weather

I certify that the attached copies of METAR and PIREP information originated from National Weather Service in San Diego, CA, and is an accurate copy of the original.

Aviation Digital Data Service (ADDS)

Output produced by PIREPs form (0848 UTC 10 October 2013)
found at <http://www.aviationweather.gov/index.php>

Raw text PIREPs

SMO UA /OV SMO030004/TM 2050/FLUNKN/TP C650/SK BKN035
ARP UAL653 3337N 11609W 2103 F370 M51 247/062 TB ONCL LGT TURBC RM B752 OV TRM
VCV UA /OV VCV360008/TM 2105/FL150/TP GALX/TA M04/IC LGT RIME 150-130/RM DURD
POC UA /OV POM/TM 2113/FL120/TP B737/IC MOD CLR/RM AWC-WEBKZLA
VCV UA /OV VCV360008/TM 2115/FL150/TP H25B/TA M05/IC LGT-MOD RIME 150-120/RM DURD
DAG UA /OV PDZ040045/TM 2117/FL230/TP B737/TB MOD 180-230/RM AWC-WEB/KZLA
KNKX UA /OV KNKX090005/TM 2121/FL030/TP H46/SK BKN030/WX FV05SM -RA
ARP UAL231 3406N 11440W 2129 F340 TB LGT TO MOD TURB RM A320 OV PKE STARTING FL340 AND BELOW
ARP UAL231 3406N 11440W 2129 F320 M48 232/076 TB LGT-MOD RM A320 OV PKE
KNKX UA /OV KNKX090003/TM 2129/FL030/TP F18/SK BKN030
* SEE UA /OV JLI180020/TM 2136/FL110/TP B737/TB MOD
KNKX UA /OV KNKX340003/TM 2141/FL030/TP V22/SK BKN030/WX HZ
VCV UA /OV VCV057012/TM 2156/FL160/TP B737/TB CONT MDT CHOP/RM FL230-160 AWC-WEB/SWA
TRM UA /OV TNP/TM 2157/FL270/TP B737/IC LGT RIME/RM AWC-WEB/KZLA
PSP UA /OV PSP360010/TM 2203/FL210/TP A320/TB MOD/RM AWC-WEB/KZLA
SNA UA /OV SNA/TM 2206/FL060/TP P28A/TA 00/IC LGT RIME
SNA UA /OV SNA135015/TM 2207/FLUNKN/TP B734/SK TOP105
PSP UA /OV PSP329010/TM 2211/FL130/TP C310/IC LGT RIME/RM AWC-WEB/KZLA
VCV UA /OV VCV/TM 2217/FLUNKN/TP B734/TA M01/IC LGT RIME 170-160
PSP UUA /OV PSP045010/TM 2225/FL040/TP C210/TB SEV
KNKX UA /OV KNKX340003/TM 2228/FL015/TP V22/WX FV01SM RA
CNO UA /OV POM115007 /TM 2235 /FL100 /TP B737 /TA M01 /IC LGT RIME
RAL UUA /OV RAL/TM 2237/FLUNKN/TP C172/RM LLWS +20KT
DAG UA /OV HEC03005/TM 2303/FL110/TP C340/IC LGT RIME/RM CWSU/ZLA
PSP UA /OV PSP045010-PSP/TM 2310/FL085/TP B737/TB MOD
PSP UA /OV PSP045010-PSP/TM 2315/FL100/TP B737/TA UNKN/IC LGT RIME 160-100
PMD UA /OV PMD090015/TM 2324/FL120/TP B737/WX -RA/TA M01/TB LGT CHOP
000 UAUS31 KWBC 092339 ARP UAL365 3446N 11428W 2324 F340 TB MOD CHOP RM A319 OV EED FL340-300
PSP UA /OV BNG/TM 2326/FL140/TP MD11/TA 00/IC LGT-MOD RIME
SAN UUA /OV SAN/TM 2340/FLUNKN/TP CRJ7/RM LLWS -15KT RY27 005 AGL
RIV UA /OV PDZ130012/TM 2356/FL120/TP AJET/IC LGT RIME/RM AWC-WEB/KZLA
ARP UAL212 3406N 11440W 0012 F360 250/105 TB SMTH RM B752 OV PKE
SDB UA /OV GMN360010/TM 0027/FL110/TP C56X/TA M09/IC LGT RIME
MYF UA /OV MYF /TM 0032 /FLUNKN /TP C525 /SK OVC019-TOP078 /RM MULTI LYRS ABV
AJO UA /OV SNA045020/TM 0037/FL080/TP UNKN/TA M01/IC LGT RIME
SEE UA /OV MYF090005/TM 0110/FL022/TP UNKN/SK BKN022
ARP UAL793 3437N 11541W 0111 F360 240/065 TB ONCL LGT CHOP RM A320 OV HEC090040
TSP UA /OV LHS360015/TM 0120/FL090/TP C208/TA M04/IC LGT RIME
DAG UA /OV DAG060020/TM 0138/FL080/TP C172/IC LGT MX/RM AWC-WEB/KZLA
SMO UUA /OV SMO/TM 0143/FL001/TP F2TH/RM LLWS -10KTS SHORT FINAL Rwy 21 100AGL
CMA UA /OV CMA/TM 0145/FL068/TP C170/TB LGT-MOD/RM DURC RY26
CRQ UA /OV MZB315015/TM 0213/FL120/TP BE20/TA M05/IC LGT-MOD RIME
WHP UA /OV BUR360004/TM 0216/FL080/TP BE35/TA 00/IC LGT RIME
SER UA /OV MYF090007/TM 0233/FLUNKN/TP UNKN/SK BKN027-TOP048
RAL UA /OV PDZ185010/TM 0248/FL170/TP E120/IC LGT RIME/RM AWC-WEB/KZLA
OKB UA /OV CRQ360005/TM 0250/FL060/TP PA44/TB LGT-MOD
CZZ UA /OV PGY070023/TM 0305/FL090/TP C208/IC MOD RIME/RM AWC-WEB/KZLA
BLH UA /OV BLH305024/TM 0308/FL340/TP B733/TB SMOOTH/RM AWC-WEB/SWA

Decoded PIREPs

#UNIX_TIME	UTC	LAT	CON	FL	SKY1	SKY2	WEATHER	ICING 1	ICING 2
1381351800	34.07	-118.41	35	35	5	-9	-9	-9	-9
1381352580	33.62	-116.15	370	-9	-9	-9	-9	-9	-9

<http://www.aviationweather.gov/popups/pireps?stationList=krm&distance=200&SWLA...> 10/10/2013

KRNM 100249Z 24007KT 10SM -RA SCT016 BKN025 OVC060 12/09 A2975 RMK
AO2 RAB11E23B42 CIG 019V033 P0000
KRNM 100211Z 25011KT 10SM -RA FEW019 BKN060 OVC090 12/09 A2975 RMK
AO2 RAB11 P0000
KRNM 100153Z 26016G22KT 10SM SCT014 BKN022 OVC055 12/10 A2975 RMK
AO2 RAE46 SLP069 P0007 T01170100
KRNM 100057Z 25012G18KT 3SM +RA BR SCT010 BKN015 OVC038 12/10 A2975
RMK AO2 P0002
KRNM 100055Z 25014G18KT 2SM RA BR BKN010 BKN022 OVC040 12/10 A2975
RMK AO2 VIS 3/4V5 P0001
KRNM 100053Z 25011G17KT 1 1/2SM -RA BR SCT010 BKN016 OVC034 12/10
A2975 RMK AO2 SLP069 P0022 T01170100
KRNM 100046Z 26010KT 1SM +RA BR SCT010 BKN018 OVC035 11/10 A2975
RMK AO2 P0018
KRNM 100043Z 27012KT 1 1/2SM +RA BR SCT010 SCT020 OVC035 12/10
A2975 RMK AO2 P0015
KRNM 100040Z 26011KT 2SM RA BR SCT010 BKN020 OVC039 12/11 A2975 RMK
AO2 P0014
KRNM 100019Z 26012KT 3SM -RA BR FEW010 BKN031 OVC049 12/10 A2975
RMK AO2 P0010
KRNM 100015Z 26011KT 1 3/4SM RA BR FEW010 BKN031 OVC049 11/10 A2975
RMK AO2 P0010
KRNM 100008Z 26016G23KT 2SM +RA BR FEW011 SCT018 OVC031 12/10 A2976
RMK AO2 P0007
KRNM 100005Z 26016G23KT 1 3/4SM RA BR FEW011 BKN018 OVC036 12/10
A2976 RMK AO2 P0006
KRNM 092355Z 25014G19KT 1 3/4SM +RA BR BKN011 BKN018 OVC025 12/11
A2975 RMK AO2 P0001
KRNM 092353Z 25013G25KT 2 1/2SM RA BR BKN015 OVC041 12/10 A2975 RMK
AO2 PK WND 26027/2331 SLP068 P0028 60029 T01220100 10161 20117
56013
KRNM 092346Z 24013G25KT 3SM -RA BR BKN015 OVC041 12/10 A2976 RMK
AO2 PK WND 26027/2331 P0028
KRNM 092258Z VRB06KT 1 3/4SM RA BR BKN015 OVC041 13/11 A2976 RMK
AO2 P0001
KRNM 092256Z VRB06KT 2 1/2SM RA SCT015 OVC041 13/10 A2976 RMK AO2
P0000
KRNM 092253Z 19009KT 4SM -RA SCT019 BKN029 OVC065 13/10 A2976 RMK
AO2 RAB2158E07B39 SLP071 P0001 T01280100
KRNM 092200Z 24012G18KT 8SM -RA FEW025 BKN035 OVC050 14/09 A2978
RMK AO2 RAB2158 P0000
↑ KRNM 092153Z 25012G18KT 10SM BKN025 OVC032 14/09 A2978 RMK AO2
RAB25E38 SLP077 P0000 T01390089
↓ KRNM 092143Z 23009KT 10SM SCT025 BKN035 OVC050 14/09 A2978 RMK AO2
RAB25E38 P0000
KRNM 092134Z 26010KT 7SM -RA SCT023 BKN028 OVC055 13/09 A2979 RMK
AO2 RAB25 P0000

http://www.aviationweather.gov/adds/meters/?station_ids=krmn&std_trans=standard&ch... 10/10/2013

Untitled

KRNM 092253Z 19009KT 4SM -RA SCT019 BKN029 OVC065 13/10 A2976
AO2 RAB2158E07B39 SLP071 P0001 T01280100

SPECI KRNM 092200Z 24012G18KT 8SM -RA FEW025 BKN035 OVC050
14/09 A2978 AO2 RAB2158 P0000

METAR KRNM 092153Z 25012G18KT 10SM BKN025 OVC032 14/09 A2978
AO2 RAB25E38 SLP077 P0000 T01390089

SPECI KRNM 092143Z 23009KT 10SM SCT025 BKN035 OVC050 14/09 A2978
AO2 RAB25E38 P0000

KRNM 092134Z 26010KT 7SM -RA SCT023 BKN028 OVC055 13/09 A2979
AO2 RAB25 P0000

METAR KRNM 092053Z 25012G18KT 10SM SCT030 SCT036 OVC050 15/07
A2979 AO2 RAE1955 SLP080 P0000 60000 T01500067 58016

METAR KRNM 091953Z 23016G21KT 9SM -RA FEW022 BKN033 OVC055
14/09 A2981 AO2 RAB11E20B40 SLP088 P0000 T01390094