

AIRCRAFT ACCIDENT PACKAGE
ZDC-ARTCC-0245
N182PE, C182
June 27, 2014, 1344 UTC
Destroy: December 27, 2016 UTC

SECTION 8.
Transcription of Voice Recording(s)



Federal Aviation Administration

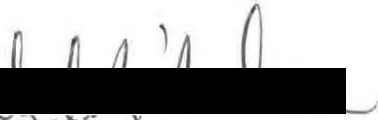
Memorandum

Date: July 25, 2014
 To: Aircraft Accident File ZDC-ARTCC-0245
 From: Washington Air Route Traffic Control Center
 Subject: **INFORMATION:** Partial Transcript
 Aircraft Accident, N182PE
 Littleton, NC, June 27, 2014

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) DOM R position for the time period from June 27, 2014, 1257 UTC, to June 27, 2014, 1424 UTC.

Agencies Making Transmissions	Abbreviations
Skylane N182PE	N182PE
Washington ARTCC, DOM Radar	DOM R
Washington ARTCC, EWN Radar	EWN R
Twin Commanche N88336Y	N8836Y
ATLANTIC SOUTHEAST AIRLINES (ATLANTA, GA), ASQ5393	ASQ5393
Bonanza N36BZ	N36BZ

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N182PE.



Michael A. DiMatteo
 Support Specialist
 Washington Air Route Traffic Control Center

1257
 (1258-1301)
 1302
 1302:22 N182PE washington skylane one eight two papa echo four thousand

1302:30 DOM R skylane one eight two papa echo washington center the altimeter at richmond is three zero zero six

1302:37 N182PE three zero zero six papa echo
 1303
 (1304-1318)

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N182PE

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1319

1319:54 DOM R cessna two papa echo contact washington center one one eight point four seven

1319:57 N182PE one one eight four seven papa echo

1320

(1321-1329)

1330

1330:29 DOM R you caught me right in the middle of a yawn go ahead twenty twenty one

1330:34 EWN R new bern low november one eight two papa echo is turning around going to oscar foxtrot papa he's having an equipment problem but is not an emergency

1330:38 DOM R sounds good

1331

1332

1332:13 N182PE washington skylane one eight two papa echo four thousand

1332:15 DOM R skylane one eight two papa echo washington center welcome back raleigh altimeter three zero zero five

1332:21 N182PE three zero zero five i'm gonna be off the frequency a second a calling rocky mount

1332:26 DOM R that'll be fine november two papa echo and before you get off the frequency let me know a they told me that you had some sort of mechanical issue let me know if there's any assistance we can help you with

1332:38 N182PE a papa echo i just got r p m is a gone past the red line and a but everything else is a looking alright got a low oil pressure but a temperature is okay a so i'm just going back as a precaution

1332:55 DOM R sounds good let me know if anything changes please frequency changed approved report back on in five minutes or less please

1333

1333:02 N182PE papa echo

1334

1334:15 N182PE a washington one eight two papa echo i think i'm gonna need to put this on the ground can you show me a closest airport i'm showing i x a

1334:24 DOM R yup a november two papa echo halifax county airport is at your two o'clock and one zero miles you're cleared to halifax via direct report the field in sight and a we'll get you some weather there in a little bit

1334:45 DOM R november two papa echo halifax altimeter three zero zero four and the a weather a sky condition better than five thousand and five wind zero five zero at seven and temperature two six dew point two one

1335

1335:04 N182PE papa echo roger

1335:27 DOM R november two papa echo descend at pilot discretion maintain two thousand five hundred and report the field in sight for the visual approach unless you want a different approach

1335:38 N182PE papa echo roger

1335:54 EWN R i am (unintelligible)

1335:56 DOM R hey november two papa echo is now doing the visual into halifax he sounds like he wants to put it down sooner than later

1336

1336:02 EWN R okay i'll keep watching him

1336:04 DOM R thank you

1336:05 EWN R i d

1336:51 DOM R and november two papa echo halifax is on the zero six zero degree bearing from your present position and about ten point eight miles

1336:57 N182PE papa echo

1337

1337:31 N182PE one eight two papa echo i think i'm losing the engine here

1337:38 DOM R papa echo understand you're losing the engine

1337:41 N182PE losing the engine (unintelligible)

1337:45 DOM R okay you won't be able to make the field

1337:48 N182PE negative

1337:50 DOM R november two papa echo roger a do you have any prominent landmarks you can describe for me and a do you have a field in sight you can put it down on

1338

1338:03 N182PE a there are lots of fields here and i'm still i'm still moving forward

1338:08 DOM R alright a let's see let's get a range bearing from you to the airport (unintelligible)

1338:17 DOM R november two papa echo a twelve o'clock and eight and a half miles

1338:21 N182PE papa echo

1338:55 N182PE and what are the runways at a halifax
1339

1339:02 DOM R a the runways at halifax we got a fifty five hundred foot runway it's a single runway a zero a two or heading two zero zero either one so you got two and twenty

1339:17 N182PE a the wind

1339:23 DOM R right now the wind is zero four zero at eight

1339:38 DOM R six point eight miles to go sir
1340

1340:25 N182PE i got to get this on the ground now a i'm gonna go down

1340:26 DOM R november two papa echo roger a you all have a safe landing
and a we'll be notifying the authorities for you

1341
1342
1343

1343:23 DOM R november two papa echo center

1344
1345

1345:07 DOM R november eight eight three six yankee a wonder if you can
help us out here we just had an aircraft go down about
five miles southwest of the halifax airport a can you a
make a left turn a let's see about a twenty degrees left
and a fly over the spot where we last saw him see if you
can see him on the ground

1345:27 N8836Y yes sir well i'm making a twenty degree left turn

1345:47 N8836Y november three six yankee a take up a heading of about a
one let's make it about a two hundred heading heading two
zero zero that'll put you pretty close to where we last
had a report

1345:56 N8836Y two zero zero three six yankee

1346
1347

1347:12 N8836Y november three six yankee if you would a make the heading
one nine zero and a you are about a four minutes from the
a spot where we last had a report

1347:23 N8836Y three six yankee one nine zero

1348

1348:13 N8836Y a washington center this is three six yankee can we go on
down to about three thousand where i could see better

1348:17 DOM R yes november three six yankee descend and maintain three
thousand at your discretion thank you

1348:22 N8836Y three six yankee is out of six for three

1348:26 DOM R november three six yankee should be about your a eleven to

twelve o'clock area and a about six miles

1348:36 N8836Y three six yankee roger

1348:50 N182PE november eight one two papa echo center
1349

1349:05 EWN R twenty (unintelligible)

1349:07 DOM R hey i'm sector thirty three twenty one there at halifax
november two papa echo never made it to the field he went
down right about where that hold a tag is

1349:11 EWN R okay

1349:12 DOM R everybody's been notified but november three six yankee
i'm gonna hold on to him for a little bit he's gonna do
some airwork in that area and see if he can spot the
downed aircraft

1349:17 EWN R okay

1349:18 DOM R appreciate it z f

1349:19 EWN R thanks i d
1350

1350:14 DOM R and november three six yankee you should be a coming up on
it within the next a a thirty seconds to a forty five
seconds here anywhere in that area now

1350:21 N8836Y three six yankee roger a got a (unintelligible) but i
don't see anything yet

1350:26 DOM R yeah i'm kind of getting alot of static on your
transmissions there november three six yankee if you lose
me a change to my frequency one three two point zero two

1350:34 N8836Y three six yankee roger
1351

1351:13 DOM R november three six yankee i'm showing you right in that

area there if you want to maneuver a a maintain v f r for
the time being if unable advise

1351:23 N8836Y three six yankee roger

1351:27 DOM R and november three six yankee your transmissions are
garbled now and unreadable change to my frequency one
three two point zero two

1351:37 N8836Y a one thirty two point zero two roger

1351:47 N8836Y three six yankee can you read me now

1351:49 DOM R a it's still garbled november three six yankee you're past
the area a were you able to spot anything

1351:56 N8836Y no i haven't you want me to go any lower and look
1352

1352:04 DOM R a no november three six yankee a don't go any lower than
two thousand five hundred in that area

1352:10 N8836Y three six yankee roger

1352:13 DOM R and if you like i can a i can authorize a turn back to the
north november three six yankee if you want to check that
area again or i can a let you go on your route of flight

1352:20 N8836Y okay i'm making the turn now

1352:22 DOM R november three six yankee roger are you able to maintain v
f r conditions

1352:26 N8836Y yeah i'm v f r

1352:28 DOM R november three six yankee thank you

1352:35 N8836Y i don't see anything though there's plenty of open fields

here but i don't see anything

1352:38 DOM R that's good no smoke either right

1352:39 N8836Y no smoke

1352:40 DOM R glad to hear that

1353

1354

1354:01 N8836Y a washington center this is twin commanche eight eight three six yankee i don't have no contact with him at all

1354:03 DOM R okay november three six yankee climb and maintain three thousand we'll let you get back on your route of flight

1354:07 N8836Y three six yankee climb and maintain three thousand

1354:08 DOM R november one eight two papa echo center

1355

1356

1357

1357:53 DOM R acey fifty three ninety three can you check on guard see if you're picking up an e l t in your area

1357:56 ASQ5393 yeah we were a minute ago we'll check again

1358

1358:04 ASQ5393 oh yeah it's real strong

1358:07 DOM R a thank you

1359

(1400-1405)

1406

1406:35 N36BZ november six bravo zulu if you would a check the guard frequency and let me know if you're picking up an e l t in that area

1406:40 N36BZ six bravo zulu yes we are picking up a a alert

1406:46 DOM R okay november six bravo zulu on your route of flight we had an air a see had an aircraft go down southwest of

halifax in the fields out there a if you would a as you pass by halifax take a look out to the southwest of the airfield by about five miles let me know if you see any smoke or a a wreckage in a field

1407

1407:02 N36BZ six bravo zulu understood
1408

(1409-1410)

1411

1411:43 DOM R november three six bravo zulu contact washington center on a one one eight point four seven take care

1411:49 N36BZ one one eight four seven six bravo zulu right now i'm looking for that a downed plane do not see anything

1411:56 DOM R that's good news you don't see any smoke or anything either right

1412

1412:02 N36BZ a do not see any smoke six bravo zulu

1412:04 DOM R yeah it's a it would be about a two forty two hundred and forty degree bearing from your present position and about a four and a half miles

1412:11 N36BZ six bravo zulu let us just do an s turn or two just to see thank you sir

1412:13 DOM R okay if you want turn to a if you want to turn to that heading for a little bit off course and then go back on course that's approved stay with me

1412:20 N36BZ alright i'll stay with you a few more minutes
1413

1413:07 N36BZ center three six bravo zulu i have a plane sitting in a field no smoke

1413:10 DOM R you have a plane where sir

1413:12 N36BZ sitting in the field a looks like they made a safe stop

1413:16 DOM R november six bravo zulu roger a can you give me a pretty

accurate lat long your position

1413:38 N36BZ six bravo zulu stand by

1413:53 EWN R go dominion

1413:54 DOM R hey a holding on to six bravo zulu he's doing some airwork
he just spotted the downed aircraft
1414

1414:02 EWN R oh

1414:03 DOM R so we're gonna work on it for a little bit

1414:05 EWN R that's fine

1414:06 DOM R thanks man

1414:07 EWN R c r

1414:38 N36BZ center three six bravo zulu

1414:39 DOM R three six bravo zulu go ahead

1414:42 N36BZ alright so we're north thirty six degrees eighteen minutes
west seventy seven degrees forty five minutes

1414:50 DOM R north thirty six degrees eighteen minutes west seventy
seven degrees forty five minutes

1414:56 N36BZ six bravo zulu correct

1414:57 DOM R alright appreciate it and you said it looks intact what's
the color of the aircraft
1415

1415:02 N36BZ a white and it does look intact six bravo zulu

1415:05 DOM R alright thank you

1415:07 DOM R a november six bravo zulu just to help us get some folks
closer to it any prominent landmarks we can help them
with

1415:18 N36BZ a six bravo zulu a i lost track of it just for a minute
let me find it again here

1416
1417
1417:22 N36BZ center three six bravo zulu unfortunately i lost track of
it again here a should be four five miles a north
northwest of a interstate ninety five though

1417:31 DOM R four five miles north northwest of i ninety five
appreciate that a that's a lot more then we had before
november six bravo zulu you can proceed direct to a let's
see you can turn back on course i believe you were direct
grand strand before

1417:46 N36BZ six bravo zulu direct grand strand

1417:48 DOM R there you go cleared direct grand strand six bravo zulu
really appreciate your help thank you

1417:52 N36BZ and a can you give me that frequency you want me to switch
over to also six bravo zulu

1417:56 DOM R yup a november six bravo zulu contact washington center
one one eight point four seven take care

1418
1418:02 N36BZ one one eight four seven six bravo zulu take care
1419
(1420-1423)
1424

End of Transcript



Federal Aviation Administration



Memorandum

Date: July 25, 2014
To: Aircraft Accident File ZDC-ARTCC-0245
From: Washington Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N182PE
Littleton, NC, June 27, 2014

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) EWN R position for the time period from June 27, 2014, 1315 UTC, to June 27, 2014, 1420 UTC.

Agencies Making Transmissions	Abbreviations
Skylane N182PE	N182PE
Washington ARTCC, EWN Radar	EWN R
Washington ARTCC, DOM Radar	DOM R

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N182PE.



Michael A. DiMatteo
Support Specialist
Washington Air Route Traffic Control Center

1315
(1316-1319)
1320
1320:19 N182PE washington skylane one eight two papa echo four thousand

1320:25 EWN R november one eight two papa echo wash center good morning rocky mount altimeter is a three zero zero four

1320:30 N182PE three zero zero four papa echo

1320:34 EWN R november four papa echo a let me know if you need the weather for rocky mount and let me know what type approach you'd like today

1320:37 N182PE a papa echo a roger i'll call back
1321
1322
1322:24 N182PE a washington one eight two papa echo looks like visual is
a alright i've got the weather

1322:29 EWN R november two papa papa echo thank you report the airport
in sight for the visual approach

1322:34 N182PE papa echo
1323
(1324-1328)
1329
1329:33 N182PE a washington one eight two papa echo a i got a little a
mechanical problem i'd like to return to oscar foxtrot
papa via direct if possible

1329:46 EWN R i missed the call sign who had a mechanical problem was
that november one eight two papa echo

1329:49 N182PE that's one eight two papa echo

1329:51 EWN R and you wanted to go to oscar papa foxtrot
(unintelligible)

1329:53 N182PE oscar foxtrot papa hanover county

1329:55 EWN R november one eight two papa echo you're cleared to oscar
foxtrot papa via direct did you want to stay at four
thousand feet
1330

1330:04 N182PE a papa echo i'll go to a yeah four thousand

1330:09 EWN R november one eight two papa echo roger you can make a
right or a left turn is this an emergency or just an
equipment problem

1330:15 N182PE a i've got some readings here that a don't work out but a
the engine's still running fine

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N182PE

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1330:23 EWN R november two papa echo thank you and if you need any assistance just let me know

1330:25 N182PE papa echo

1330:29 DOM R you caught me right in the middle of a yawn go ahead twenty twenty one

1330:34 EWN R new bern low november one eight two papa echo is turning around going to oscar foxtrot papa he's having an equipment problem but is not an emergency

1330:38 DOM R sounds good
1331

1331:39 EWN R november one eight two papa echo contact washington center one three two point zero two thirty two oh two you may not be able to hear them at first so if you can't just come back here and i'll keep you for a little while

1331:50 N182PE papa echo one three two zero two i'll try
1332
(1333-1334)
1335

1335:54 EWN R i am (unintelligible)

1335:56 DOM R hey november two papa echo is now doing the visual into halifax he sounds like he wants to put it down sooner than later
1336

1336:02 EWN R okay i'll keep watching him

1336:04 DOM R thank you

1336:05 EWN R i d
1337
(1338-1348)
1349

1349:05 EWN R twenty (unintelligible)

1349:07 DOM R hey i'm sector thirty three twenty one there at halifax november two papa echo never made it to the field he went

down right about where that hold tag is

1349:11 EWN R okay

1349:12 DOM R everybody's been notified but november three six yankee
i'm gonna hold on to him for a little bit he's gonna do
some airwork in that area and see if he can spot the
downed aircraft

1349:17 EWN R okay

1349:18 DOM R appreciate it z f

1349:19 EWN R thanks i d

1350
(1351-1412)
1413

1413:53 EWN R go dominion

1413:54 DOM R hey a holding on to six bravo zulu he's doing some airwork
he just spotted the downed aircraft

1414

1414:02 EWN R oh

1414:03 DOM R so we're gonna work on it for a little bit

1414:05 EWN R that's fine

1414:06 DOM R thanks man

1414:07 EWN R c r

1415
(1416-1419)
1420

End of Transcript
