

N4467D



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

REPORT DATE

July 14, 2009

REPORT NO.

ZJX-ARTCC-0210

NAME OF REPORTING FACILITY

Dallas Ft. Worth (D10) TRACON


14. CHRONOLOGICAL SUMMARY OF FLIGHT

July 8, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1501 N4467D departed Collin County Regional at McKinney airport (TKI) IFR on the Hubbard Six Standard Instrument Departure.
- 1502 N4467D contacted the Dallas North Controller (DN) climbing through 1,400 feet. DN RADAR identified N4467D and instructed them to maintain 4,000 feet. The pilot of N4467D acknowledged the four thousand foot altitude clearance.
- 1504 DN instructed N4467D to proceed direct SOLDO and resume the departure. The pilot of N4467D acknowledged the route clearance.
- 1504 DN instructed N4467D to maintain 8,000 feet. The pilot of N4467D acknowledged the new altitude clearance.
- 1504 DN instructed N4467D to fly heading 095 and proceed direct Hattiesburg (HBG) when able. The pilot of N4467D acknowledged the route clearance.
- 1505 DN instructed N4467D to contact Fort Worth ARTCC (ZFW). N4467D contacted ZFW.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE September 02, 2009	REPORT NO. ZJX-ARTCC-0210
	NAME OF REPORTING FACILITY Fort Worth ARTCC (ZFW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

July 08, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1504 Quitman Low Altitude Sector (UIM-L, R83) called Dallas/Fort Worth Approach Control (D10) and instructed controller to give N4467D direct to Hattiesburg. D10 acknowledged.
- 1507 N4467D checks on R83 frequency climbing through 053 to 080 on heading 095. R83 acknowledged check in and cleared N4467D direct Hattiesburg and issued the Greenville altimeter. Pilot acknowledged the clearance and requested the identifier for Hattiesburg. R83 stated LBY. N4467D acknowledged.
- 1508 N4467D requested to continue climb. R83 replied climb would be available in about three miles. N4467D acknowledged.
- 1511 R83 instructed N4467D to climb 140. N4467D acknowledged.
- 1519 R83 instructed N4467D to climb to FL190. N4467D acknowledged.
- 1524 R83 issued a point out to Texarkana Low Altitude Sector (TXK-L, R27) on N4467D. R27 approved the point out.
- 1525 N4467D requested climb to FL210. R83 instructed N4467D to stand by.
- 1526 R83 called R27 and requested climb to FL210 on N4467D. R27 approved the climb. R83 called Monroe Low Altitude Sector (MLU-L, R30) and requested climb to FL210 on N4467D. R30 approved the climb. R83 instructed N4467D to climb to FL210. N4467D acknowledged. R83 instructed N4467D to contact Fort Worth Center on 126.32. N4467D acknowledged the frequency change. N4467D checks on R30 frequency climbing to FL210. R30 acknowledged.
- 1540 R30 issued a briefing to the relieving controller.
- 1604 R30 instructed N4467D to contact Houston Center on 120.97. N4467D acknowledged.

No More Follows

N4467D



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

REPORT DATE

July 17, 2009

REPORT NO.

ZJX-ARTCC-0210

NAME OF REPORTING FACILITY

Houston ARTCC (ZHU)

14. CHRONOLOGICAL SUMMARY OF FLIGHT


July 08, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1604 The pilot of N4467D reported on the Houston ARTC Center, Polk sector (POE) frequency, at FL210.
- 1622 The POE-R controller instructed the pilot of N4467D to contact Memphis Center on frequency 132.5.
- 1627 The pilot of N4467D reported on the Houston ARTC Center, Picayune sector (PCU) frequency, level at FL210.
- 1649 The PCU-R controller instructed the pilot on N4467D to contact Houston Center on frequency 127.65.
- 1650 The pilot of N4467D reported on the Houston ARTC Center, Brookley sector (BFM) frequency, level at FL210.
- 1659 The BFM-R controller broadcast that convective SIGMETs 50E, 51E, 52E, 54E, 55E, 80C, 81C were available on HIWAS, Flight Watch, and flight service frequencies.
- 1710 The BFM-R controller instructed the pilot of N4467D to contact Jacksonville Center on frequency 124.47.

No More Follows

N4467D

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 14, 2009	REPORT NO. ZJX-ARTCC-0210
	NAME OF REPORTING FACILITY Memphis ARTCC (ZME)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT


July 08, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1622 N4467D checked on frequency with Memphis ARTCC Jackson Low Altitude Radar Control Position (R66) level at FL210.

1627 Memphis ARTCC R66 advised N4467D to contact Houston ARTCC on 126.8. N4467D acknowledged frequency change.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE August 28, 2009	REPORT NO. ZJX-ARTCC-0210
	NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

July 08, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1711 N4467D checks in with Jacksonville Center Crestview Radar controller (R10).

1715 N4467D given reroute due to military airspace.

1716 R10 informs N4467D of weather over HEVVN intersection. N4467D requests to deviate east of HEVVN. R10 advises N4467D that there is more extreme weather over Apalachicola.

1739 R10 gives a weather report and frequency change to N4467D.

1740 N4467D checks in with Jacksonville Center Ashburn Radar controller (R12) and is given the weather. N4467D questions the weather around HEVVN intersection and the Tampa area.

1755 R12 tells N4467D to contact Jacksonville Center on 127.8. N4467D checks in with Jacksonville Center Tallahassee Radar controller (R28) and requests PIREPS.

1756 R28 issues weather and PIREPS concerning icing to N4467D.

1757 N4467D advises R28 that he has XM weather radio onboard and that it is showing red around HEVVN intersection.

1801 N4467D is given permission to deviate left of course and proceed direct TABIR intersection when able.

1803 R28 verifies with N4467D that they did tell him about all of the weather they will have to deal with all the way down until approximately 30 miles north of Tampa. N4467D verifies that they have been told about the weather and that they are still showing the weather on XM weather. N4467D asks if the ride is smooth. R28 advises N4467D that the ride has been reported smooth but that it has been all air carriers.


1808 R28 issues convective SIGMETS 59E, 62E, 63E, and 64E.

1811 R28 issues N4467D a descent clearance to 17,000 feet and gives him Tallahassee altimeter.

1820 N4467D reports a smooth ride and light icing at 17,000 feet.

1822 N4467D requests 15,000 feet. R28 gives N4467D a descent clearance to 15,000 feet.

1826 R28 switches N4467D to the Jacksonville Center Darbs Radar controller (R88) on frequency 128.05. N4467D checks in with R88 and is given the weather and told to advise of headings needed for weather.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE August 28, 2009	REPORT NO. ZJX-ARTCC-0210
	NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 1827 N4467D requests to deviate right of course to a heading of 200. R88 approves the request.
- 1833 R88 gives N4467D a descent clearance to 11,000 feet.
- 1835 R88 gives N4467D a clearance to cross 20 miles north of DARBS intersection at 7,000 feet.
- 1841 R88 gives N4467D a clearance to cross 15 miles north of DARBS intersection at 5,000 feet.
- 1846 N4467D advises that they are in quite a bit of turbulence and requests direction. R88 advises N4467D that straight ahead appears to be the best way out. N4467D advises R88 that they are getting a 2,000 feet per minute descent.
- 1847 R88 asks N4467D if he would like to turn around and go back. N4467D responds in the affirmative. R88 tells N4467D to reverse course. N4467D broadcasts a MAYDAY call and states that they are upside down.

12. ATS Personnel Involved, Continued.

Michael F. Sharpe (ZX), ZJX ARTCC (R 88) R
 Horatio T. Bady (HH), ZJX ARTCC (D 88) R
 Marlena Collins (AU), ZJX ARTCC (WCIC) O
 Steve Roseman (YS), ZJX ARTCC (WCIC) O
 Wes Arp (WZ), ZJX ARTCC (SUP) O

No More Follows

ZJX-ARTCC-0210
N4467D

SECTION 9.
Transcriptions of Voice Recordings



Federal Aviation Administration

Memorandum

Date: August 14, 2009

To: Aircraft Accident File ZJX-ARTCC-0210

From: Jacksonville Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
 Aircraft Accident, N4467D
 Brooksville, FL, July 08, 2009

This transcription covers the Jacksonville Air Route Traffic Control Center (ARTCC) R10 R position for the time period from July 08, 2009, 1706 UTC, to July 08, 2009, 1745 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
C421, N4467D	N4467D
Jacksonville ARTCC, Crestview Radar Control Position (R10)	R10

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N4467D.

Dennis L. Perkins
 Aviation Technical Support Specialist
 Jacksonville ARTCC

1706
 (1707-1710)
 1711

1711:23 N4467D and jacksonville center good afternoon golden eagle four four six seven delta with you level two one zero

1711:28 R10 golden eagle four four six seven delta jax center roger good afternoon

1712
 (1713-1714)
 1715

1715:57 R10 *(november) six seven delta jax i got a uh slight
 *(change to your route of flight when you're ready)

1716:07 N4467D uh six seven delta we're ready to copy

ZJX-ARTCC-0210
N4467D

Page 2 of 3

1716:09 R10 november six seven delta jax proceed to the defun intersection that's d e f u n that's due to some military airspace then direct hevvn darbs one arrival to tampa maintain flight level two zero uh correction two one zero

1716:23 N4467D uh roger that that's to uh defun delta echo foxtrot uniform november and then hevvn uh and could you repeat the uh arrival please

1716:33 R10 yes sir the darbs one d a r b s

1716:37 N4467D roger that darbs one arrival and we're looking at the weather here over hevvn intersection it doesn't look to good we might be going a little bit further east and see if we can go around this

1716:47 R10 that shouldn't be a problem i do see folks going through there uh uhm i'm showing actually the uh more extreme precip over closer to apalachicola than uh than hevvn but uh as you get in closer just let us know what you need

1717:01 N4467D (unintelligible) alright roger that and we'll proceed direct to the uh *(defun) intersection hevvn and then the uh darbs one arrival six seven delta

1718
(1719-1724)
1725

1725:13 R10 six seven delta you got traffic twelve o'clock five miles opposite direction embraer e one forty five just out of eighteen for twenty

1725:23 N4467D *(and) roger that we're looking for the traffic six seven delta

1726
1727
1728

1728:39 R10 and november six seven delta jax

1728:41 N4467D uh six seven delta go ahead

1728:43 R10 yes sir as luck would have it the military just took some more airspace between you and hevvn uh so proceed direct to marianna that's mike alpha india then direct hevvn rest of route unchanged

1728:54 N4467D roger that direct marianna hevvn *(and) (unintelligible)
1729

1729:27 R10 alright sir we got no status all the equipment is
working over here uh airports i don't know i haven't
looked at our airport uh altimeter is uh low eighteen is
not useable uhm a little little deviating here and there
no bad rides though this jet link came out just went
right right on the north edge of that stuff another guy
went right through it uh this one a little more to it
uhm but it's moving east fairly rapidly uh you got two
in the *(roseyhill) you got compass lake just went hot
they've been using this restricted area pretty much all
day long uh this one they haven't been using i don't
know about the south moa no special activities
instructions traffic making his turn to semmes out of
twenty five ship him whenever you're ready uh told him
to start down now going to marianna here that's his
traffic and you got the two guys in there questions

1730:17 R10 nope

1730:18 R10 alright sir
1731
(1732-1738)
1739

1739:23 R10 november four four six seven delta contact uh jax center
one three four point three and i'm showing uh some
weather moderate precip at twelve o'clock about five
miles

1739:33 N4467D roger that uh *(looking at) the weather and what was the
frequency one more time please

1739:38 R10 one three four point three

1739:41 N4467D one three four point three six seven delta have a good
day
1740
(1741-1744)
1745

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: August 14, 2009

To: Aircraft Accident File ZJX-ARTCC-0210

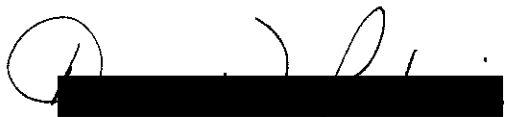
From: Jacksonville Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
 Aircraft Accident, N4467D
 Brooksville, FL, July 08, 2009

This transcription covers the Jacksonville Air Route Traffic Control Center (ARTCC) D10 RA position for the time period from July 08, 2009, 1706 UTC, to July 08, 2009, 1745 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
C421, N4467D	N4467D
Jacksonville ARTCC, Crestview Radar Control Position	R10

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N4467D.



Dennis L. Perkins
 Aviation Technical Support Specialist
 Jacksonville ARTCC

1706
 (1707-1710)
 1711
 1711:23 N4467D and jacksonville center good afternoon golden eagle four four six seven delta with you level two one zero

1711:28 R10 golden eagle four four six seven delta jax center roger good afternoon

1712
 (1713-1714)
 1715
 1715:57 R10 *(november) six seven delta jax i got a uh slight change to your route of flight when you're ready

1716:07 N4467D uh six seven delta we're ready to copy

ZJX-ARTCC-0210
N4467D

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1716:09 R10 november six seven delta jax proceed to the defun intersection that's d e f u n that's due to some military airspace then direct hevvn darbs one arrival to tampa maintain flight level two zero uh correction two one zero

1716:23 N4467D uh roger that that's to uh defun delta echo foxtrot uniform november and then hevvn and could you repeat the uh arrival please

1716:33 R10 yes sir the darbs one d a r b s

1716:37 N4467D roger that darbs one arrival and we're looking at the weather here over hevvn intersection it doesn't look to good we might be going a little bit further east and see if we can go around this

1716:47 R10 that shouldn't be a problem i do see folks going through there uh uhm i'm showing actually the uh more extreme precip over closer to apalachicola than uh than hevvn but uh as you get in closer just let us know what you need

1717:01 N4467D *(alright) roger that and we'll proceed direct to the *(defun) intersection hevvn and then the uh darbs one arrival six seven delta

1718
(1719-1724)
1725

1725:20 R10 five just out of eighteen for twenty

1725:23 N4467D *(and) roger that we're looking for the traffic six seven delta

1726
1727
1728

1728:39 R10 and november six seven delta jax

1728:41 N4467D uh six seven delta go ahead

1728:43 R10 yes sir as luck would have it the military just took some more airspace between you and hevvn uh so proceed direct to marianna that's mike alpha india then direct hevvn rest of route unchanged

1728:54 N4467D roger that direct marianna hevvn and (unintelligible) six seven delta thanks

ZJX-ARTCC-0210
N4467D

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1729

1729:27 R10 alright sir we got no status all the equipment is working over here uh airports i don't know i haven't looked at our airport uh altimeter is uh low eighteen is not useable uhm a little little deviating here and there no bad rides though this jet link came out just went right right on the north edge of that stuff another guy went right through it uh this one a little more to it uhm but it's moving east fairly rapidly uh you got two in the *(roseyhill) you got compass lake just went hot they've been using this restricted area pretty much all day long this one they haven't been using i don't know about the south moa no special activities instructions traffic making his turn to semmes out of twenty five ship him whenever you're ready uh told him to start down now going to marianna here that's his traffic and uh you got the two guys in there questions

1730:17 R10 nope

1730:18 R10 alright sir

1731
(1732-1738)
1739

1739:23 R10 november four four six seven delta contact uh jax center one three four point three and i'm showing uh some weather moderate precip twelve o'clock about five miles

1739:33 N4467D roger that uh looking at the weather and what was the frequency one more time please

1739:38 R10 one three four point three

1739:41 N4467D one three four point three six seven delta have a good day

1740
(1741-1744)
1745

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: August 14, 2009

To: Aircraft Accident File ZJX-ARTCC-0210

From: Jacksonville Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
 Aircraft Accident, N4467D
 Brooksville, FL, July 08, 2009

This transcription covers the Jacksonville Air Route Traffic Control Center (ARTCC) R 12 R position for the time period from July 08, 2009, 1735 UTC, to July 08, 2009, 1801 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
C421, N4467D	N4467D
Jacksonville ARTCC, Albany Radar Control Position	R12

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N4467D.



Dennis L. Perkins
 Aviation Technical Support Specialist
 Jacksonville ARTCC

1735
 (1736-1739)
 1740

1740:12 N4467D and jacksonville center good afternoon golden eagle four four six seven delta is with level two one zero

1740:17 R12 golden eagle four four six seven delta jacksonville center good afternoon depicting a line of moderate heavy to extreme precipitation begins at your eleven o'clock and four zero miles extending southeast bound we're going to be unable any right deviations due to active moas so if you want to deviate to the left let me know

1740:31 N4467D a roger that and uh *(any of) the traffic been going uh over that hevvn intersection going into tampa area

ZJX-ARTCC-0210
N4467D

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1740:39 R12 *(november) six seven delta once you get past this line
uh *(which) which it continues to about twenty twenty
five miles south southeast of marianna uh well i tell
you what there is some moderate to heavy to extreme
precipitation look like aircraft are deviating just a
little bit to the east of hevvn once you get west of or
right around the tallahassee area

1740:58 N4467D okay roger that six seven delta and we'll let you know
uh as we get closer up here

1742
(1743-1745)

1746

1746:52 R12 november four four six seven delta traffic at your one
o'clock and one five miles northwest bound out of one
six thousand climbing to flight level two zero zero is
an e one thirty five

1747:02 N4467D uh six seven delta roger that we're looking for the
traffic

1748
(1749-1753)

1754

1754:58 R12 november four four six seven delta contact jacksonville
center on one two seven point eight twenty seven point
eight have a good day

1755:05 N4467D twenty seven point eight six seven delta have a good day
1756

(1757-1800)

1801

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the
best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: August 14, 2009

To: Aircraft Accident File ZJX-ARTCC-0210

From: Jacksonville Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
 Aircraft Accident, N4467D
 Brooksville, FL, July 08, 2009

This transcription covers the Jacksonville Air Route Traffic Control Center (ARTCC) R28 R position for the time period from July 08, 2009, 1750 UTC, to July 08, 2009, 1832 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
C421, N4467D	N4467D
Jacksonville ARTCC, Tallahassee Radar Control Position	R28

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N4467D.




Dennis L. Perkins
 Aviation Technical Support Specialist
 Jacksonville ARTCC

1750
 (1751-1754)
 1755

1755:50 N4467D and jacksonville center good afternoon golden eagle four four six seven delta is with you level two one zero and i was wondering if any reports uh in front of us

1755:58 R28 uh yes sir uh give me just a minute i'll give you some i just got one here recently

1756:04 N4467D *(thank you)

1756:53 R28 november six seven delta getting back with i am painting a bunch of moderate to heavy precipitation it starts about thirty five forty five southeast of *(seminole)

extends all the way to about thirty north of tampa the aircraft are able to deviate and get through it uh right now it's a smooth ride going through the area i am getting some light rime icing at flight level one niner zero and uh the next sectors have been able to uh get the aircraft through a couple of small holes down that way north of tampa

1757:25 N4467D uh roger that uh cause it looks like we're picking up on x m uh weather near hevvn that's uh pretty orange almost red in that area

1757:32 R28 i agree *(uh with) you can expect east deviation around hevvn and i uh cause i'm *(suppose) to be running everybody over hevvn but i'm actually coming in east of hevvn and uh going somewhere else down line

1757:44 N4467D uh roger that six seven delta
1758
(1759-1800)
1801

1801:25 R28 november six seven delta for planning purposes i'm going to probably have to start you down to at least one seven thousand in about thirty miles over

1801:33 N4467D uh roger that uh six seven delta and uh if you can uh kind of give us a heads up when uh when we maybe can deviate to the uh east that would be great

1801:42 R28 one seven delta i tell you what you can go ahead and start that deviation you can deviate left of course and when able direct tabir intersection darbs one arrival over

1801:56 R28 uh could you repeat that intersection one more time please

1801:58 R28 six seven delta east of course when able tabir t a b i r t a b i r

1802:04 N4467D uh roger that got it uh when able direct tabir six seven delta
1803

1803:25 R28 and uh six seven delta uh i did tell you about all the precip you got to deal with here in the next thirty miles to about thirty north of tampa

1803:34 N4467D uh roger that yeah we're still showing it here on the uh
x m weather

1803:38 R28 i'll give you a long briefing on that (unintelligible)
sector fine equipment you know your *(v o r)
(unintelligible)

1803:41 N4467D and for six seven delta you were saying it it's a fairly
smooth ride going through it

1803:45 R28 uh yes sir they've all been air carriers so for going
through but they've all said smooth ride and some light
rime icing at flight level one niner zero

1803:54 N4467D uh roger that six seven delta thank you

1803:57 R28 anyway just those two *(v o r are broke) today here's
the darc radar is good comms good (unintelligible) is
good airport status uh eighteen is broken uh *(it it's)
kind of slow but it's really kind of airport status
where doing the darbs nineteen okay if you get one going
to sarasota they want the sarasota twenty one on them
dudes (unintelligible)

1804:19 R28 (unintelligible)

1804:20 R28 (unintelligible) twenty one just give them yeah

1804:21 R28 okay

1804:22 R28 uh i've been just calling precip moderate to heavy uh
you know we were supposed to run to like hevvn and the
arrival but there's extreme right over hevvn they can do
it so i'v e been doing going east then tabir and the
arrival and down there at eighty eight they've been
working with us really really good uh it's smooth going
there some light rime icing at flight level one nine
zero that's about it i gave him an early heads up about
it and told him we'd you know give him a heads up when
we needed to start him down but i figured going down to
seventeen on him simply to keep nineteen open uh anyway
that's pretty much it for the flow now as far as getting
into tampa there for a bit there *(was) getting down
here and picking off and (unintelligible) a fix over
here and popping them in on the dades but the last three
they actually wiggled right through here

1805:07 R28 okay

1805:08 R28 okay but it it's been changing minute by minute uh where did we leave off i think that covers it for flow control restrictions *(compass lake is) hot carrabelle cold this is probably not actually correct well at seventeen thirty to eighteen thirty this is going to be hot twenty nine and below

1805:28 R28 okay

1805:29 R28 so i guess *(we) it's active right now it goes cold for an hour then it goes back active but uh way up high

1805:36 R28 okay

1805:37 R28 but according to this a c m i is cold and i think that jives with what they got up there on the board

1805:41 R28 okay

1805:42 R28 (unintelligible) they just put four seventy *(no) a c m i so here's that note i just left everything colored in so i didn't have to redraw

1805:49 R28 okay

1805:50 R28 do that how you want and uh i think that's it for over land moas special activities none restrictions none notams up there non r v s m none traffic uh that deviate that was up there when i got here i'm not really sure what the deal is on that on p v d seventy seven not called he'd originally filed craig ormond the bitho but since the whole thing is extreme i said (unintelligible)

1806:46 R28 *(i told you about him) told you about him going to fifteen now on at four they) (unintelligible)

1806:51 N4467D *(center) six seven delta here at twenty one we're still in the clouds but uh really light we must be uh somewhere close to the tops close

1807

1807:04 R28 november six seven delta roger thank you
1808

1808:29 R28 attention all aircraft there is convective sigmet five
nine eastern for georgia alabama and mississippi
convective sigmet six two eastern for florida georgia
alabama and the florida georgia coastal waters covering
an area from thirty miles northeast of pecan to thirty
miles north northeast of craig to twenty miles east
northeast of cross city to forty miles east southeast of
semmes to montgomery and back over to pecan there is
also convective sigmet six three eastern for florida and
coastal waters covering an area from forty miles west
northwest of cross city through saint petersburg over uh
towards leesville and then up to crestview convective
sigmet six four eastern for florida and coastal waters
for areas around ormond beach to vero beach they're
valid until one nine five five zulu and they're
available on hiwas flight watch flight service

1809
1810
1811
1811:36 R28 november six seven delta descend and maintain one seven
thousand the tallahassee altimeter two niner niner one

1811:42 N4467D uh roger that down to one seven thousand two niner niner
one six seven delta

1812
(1813-1819)
1820
1820:58 N4467D and center uh four four six seven delta we actually have
had a smooth ride uh light icing from nineteen and we're
uh light icing at seventeen as well

1821:07 R28 six seven delta roger *(is) light rime icing and what's
the outside temperature

1821:12 N4467D uh right now zero celsius and uh yeah we're just picking
up a little bit of light

1821:19 R28 november six seven delta thanks for the report
1822

1822:53 R28 and uh six seven delta can we request lower

1822:58 R28 *(november) six seven delta what altitude would you like
sir

1823:01 N4467D uh can we try uh fifteen please

1823:03 R28 november six seven delta affirmative descent and
maintain one five thousand

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N4467D

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1823:07 N4467D roger that down to one five thousand six seven delta
1824

1825

1826

1826:09 R28 november four four six seven delta contact jax center
one two eight point zero five have a good day

1826:14 N4467D one two eight point zero five six seven delta have a
good day and thanks for the help

1827

(1828-1831)

1832

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: August 14, 2009

To: Aircraft Accident File ZJX-ARTCC-0210


From: Jacksonville Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N4467D
Brooksville, FL, July 08, 2009

This transcription covers the Jacksonville Air Route Traffic Control Center (ARTCC) D28 RA position for the time period from July 08, 2009, 1750 UTC, to July 08, 2009, 1832 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
C421, N4467D	N4467D
Jacksonville ARTCC, Tallahassee Radar Control Position	R28
Jacksonville ARTCC, Taylor Sector	TAY
Jacksonville ARTCC, Tallahassee Radar Associate Control Position	D28

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N4467D.


Dennis L. Perkins
Aviation Technical Support Specialist
Jacksonville ARTCC

1750
(1751-1754)
1755

1755:50 N4467D and jacksonville center good afternoon golden eagle four
four six seven delta is with you level two one zero and
i was wondering if any reports uh in front of us

1755:58 R28 uh yes sir uh give me just a minute i'll give you some i
just got one here recently

1756:04 N4467D thank you

1756:53 R28 november six seven delta getting back with you i am painting a bunch of moderate to heavy precipitation it starts about thirty five forty five southeast of *(seminole) extends all the way to about thirty north of tampa the aircraft are able to deviate and get through it uh right now it's a smooth ride going through the area i am getting some light *(rime icing at) (unintelligible)

1757:25 N4467D uh roger that uh cause it looks like we're picking up on x m uh weather near hevvn that's uh pretty orange almost red in that area

1757:32 R28 i agree *(uh with) you can expect east deviation around hevvn and i uh cause i'm suppose to be running everybody over hevvn but i'm actually coming in east of hevvn and uh going somewhere else down line

1757:44 N4467D uh roger that six seven delta
1758
(1759-1800)
1801

1801:25 R28 november six seven delta for planning purposes i'm going to probably have to start you down to at least one seven thousand in about thirty miles over

1801:33 N4467D uh roger that uh six seven delta and uh if you can uh kind of give us a heads up when uh we maybe can deviate to the uh east that would be great

1801:42 R28 one seven delta i tell you what you can go ahead and start that deviation you can deviate left of course and when able direct tabir intersection darbs one arrival over

1801:56 N4467D uh could you repeat that intersection one more time please

1801:58 R28 six seven delta east of course when able tabir t a b i r t a b i r

1802:04 N4467D uh roger that got it uh when able direct tabir six seven delta
1803

1803:25 R28 and uh six seven delta uh i did tell you about all the precip you got to deal with here in the next thirty miles to about thirty north of tampa

1803:34 N4467D uh roger that yeah we're still showing it here on the uh x m weather

1803:38 R28 i'll give you a long briefing on that *(area) sector's fine equipment you know *(your v o r) (unintelligible)

1803:41 N4467D and for six seven delta you were saying it it's a fairly smooth ride through it

1803:45 R28 uh yes sir they've all been air carriers so far going through but they've all said smooth ride and some light rime icing at flight level one niner zero

1803:54 N4467D uh roger that six seven delta thank you

1803:57 R28 anyway just those two v o rs are broke today here's the darc radar is good comms good (unintelligible) is good airport status uh eighteen is broken uh it it's kind of slow but it's really kind of airport status we're doing the darbs nineteen okay if you get one going to sarasota they want sarasota twenty one on them dudes (unintelligible)

1804:19 R28 (unintelligible)

1804:20 R28 (unintelligible) twenty one just give them twenty one yeah

1804:21 R28 okay

1804:22 R28 uh i've been just calling precip moderate to heavy uh you know we were supposed to run to like hevvn and the arrival but there's extreme right over hevvn they can't do it so i've been going east then tabir and the arrival and down there at eighty eight they've been working with us really really good uh it's smooth going through some light rime icing at flight level one nine zero that's about it i gave him an early heads up about it and told him we'd you know give him a heads up when we needed to start him down but i figured going down to seventeen on him simply to keep nineteen open uh anyway that's pretty much it for the flow now as far as getting into tampa there for a bit there *(were) getting down here and picking off and (unintelligible) a fix over here and popping them in on the dades but the last three they actually wiggled right through here

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N4467D

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1805:07 R28 okay

1805:08 R28 okay but it it's been changing minute by minute uh where did we leave off i think that covers it for flow control restrictions compass lake is hot carrabelle cold this is probably not actually correct well at seventeen thirty to eighteen thirty this is going to be hot twenty nine and below

1805:28 R28 okay

1805:29 R28 so i guess *(we) it's active right now it goes cold for an hour then it goes back active but way up high

1805:36 R28 okay

1805:37 R28 but according to this a c m i is cold and i think that jives with what they got up there on the board

1805:41 R28 okay

1805:42 R28 (unintelligible) they just put four seventy no a c m i so here's that note i just left everything colored in so i didn't have to redraw

1805:49 R28 okay

1805:50 R28 do that how you want and uh i think that's it for over land moas special activities none restrictions none notams up there non r v s m none traffic uh alright that deviate that was up there when i got here i'm not really sure what the deal is on that on p v d seventy seven not called he'd originally filed craig ormond the bitho but since the whole thing is extreme i said (unintelligible)

1806:46 R28 *(i told you about him) told you about him going to fifteen now on at four they *(called) (unintelligible)

1806:51 N4467D *(center) six seven delta here at twenty one we're still in the clouds but uh really light we must be uh somewhere close to the tops

1807

1807:04 R28 november six seven delta roger thank you
1808

1808:29 R28 attention all aircraft there is convective sigmet five
nine eastern for georgia alabama and mississippi
convective sigmet six two eastern for florida georgia
alabama and the florida georgia coastal waters covering
an area from thirty miles northeast of pecan to thirty
miles north northeast of craig to twenty miles east
northeast of cross city to fort miles east southeast of
semmes to montgomery and back over to pecan there is
also convective sigmet six three eastern for florida and
coastal waters covering areas from forty miles west
northwest of cross city through saint petersburg over uh
towards leeville and then up to crestview convective
sigmet six four eastern for florida and coastal waters
for areas around ormond beach to vero beach they're
valid until one nine five five zulu and they're
available on hiwas flight watch flight service

1809
1810
1811

1811:36 R28 november six seven delta descend and maintain one seven
thousand the tallahassee altimeter two niner niner one

1811:42 N4467D uh roger that down to one seven thousand two niner niner
one six seven delta

1812
(1813-1816)
1817

1817:32 TAY taylor

1817:33 D28 tallahassee with a point out southeast of perry foley
november four four six seven delta deviating

1817:39 TAY point out approved

1817:40 D28 t x

1818
1819
1820

1820:58 N4467D and center uh four four six seven delta we actually had
a smooth ride uh light icing from nineteen and we're uh
light icing at seventeen as well

1821:07 R28 six seven delta roger *(is) light rime icing and what's
the outside temperature

1821:12 N4467D uh right now zero celsius and uh yeah we're just picking
up a little bit of light

1821:19 R28 november six seven delta thanks for the report

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1822

1822:53 N4467D and uh six seven delta can we request lower

1822:58 R28 *(november) six seven delta what altitude would you like
sir

1823:01 N4467D uh can we try uh fifteen please

1823:03 R28 november six seven delta affirmative descend and
maintain one five thousand

1823:07 N4467D roger that down to one five thousand six seven delta
1824
1825
1826

1826:09 R28 november four four six seven delta contact jax center
one two eight point zero five have a good day

1826:14 N4467D one two eight point zero five six seven delta have a
good day and thanks for the help

1827
(1828-1831)
1832

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: August 17, 2009

To: Aircraft Accident File ZJX-ARTCC-0210



From: Jacksonville Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N4467D
Brooksville, FL, July 08, 2009

This transcription covers the Jacksonville Air Route Traffic Control Center (ARTCC) R 88 R position for the time period from July 08, 2009, 1821 UTC, to July 08, 2009, 1903 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
C421, N4467D	N4467D
Jacksonville ARTCC, Darbs Radar Control Position	R88
Tampa ATCT	TPA
Unknown Aircraft	UNK
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA949	SWA949
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA3844	SWA3844
GULFSTREAM INTERNATIONAL AIRLINES, INC. (MIAMI SPRINGS, FL), GFT9200	GFT9200
AMERICAN AIRLINES INC., AAL1665	AAL1665
GULFSTREAM INTERNATIONAL AIRLINES, INC. (MIAMI SPRINGS, FL), GFT9214	GFT9214

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N4467D.



 Dennis L. Perkins
 Aviation Technical Support Specialist
 Jacksonville ARTCC

1821
 (1822-1825)
 1826

1826:23 N4467D and jacksonville center golden eagle four four six seven delta is with you descending through fifteen point four for fifteen thousand

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N4467D

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1826:30 R88 four six seven delta jacksonville center the uh tampa altimeter is two niner niner four scattered moderate isolated extreme precip between you and tampa let me know what kind of headings you're going to need please

1826:44 N4467D uh roger that six seven delta
1827

1827:01 N4467D and for six seven delta can we uh get a right of course probably heading of two zero zero

1827:07 R88 who needs that

1827:08 N4467D golden eagle four four six seven delta

1827:10 R88 six seven delta that's approved

1827:11 R88 roger that six seven *(delta thank you)
1828
(1829-1832)
1833

1833:03 R88 november six seven delta descend and maintain one one thousand

1833:07 N4467D roger that down to one one eleven thousand six seven delta
1834
1835

1835:46 R88 november six seven delta cross two zero miles north of darbs at *(niner uh) seven thousand

1835:51 N4467D uh roger that two zero miles north of darbs *(and) at and maintain seven thousand seven delta
1836
(1837-1840)
1841

1841:52 R88 *(november) six seven delta cross uh one five fifteen north of darbs at five thousand

1841:57 N4467D and roger that fifteen north of darbs at uh five thousand six seven delta
1842
(1843-1845)
1846

1846:34 N4467D and center six seven delta we're in a quite a bit of turbulence is there a any chance of a uh you can give us some direction

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N4467D

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...

1846:43 R88 six seven delta looks like straight ahead is the best way out *(to me straight ahead for about two minutes and you should be clearing it all on) south side

1846:56 N4467D six seven delta we're getting a two thousand a foot *(a minute) descent here

1847

1847:02 R88 six seven delta would you like to turn around and go the uh opposite direction turn around and go back to where you came

1847:06 N4467D yes sir

1847:07 R88 six seven delta roger reverse course

1847:23 N4467D six seven delta we're in a mayday mayday mayday we're upside down my god hurry

1847:40 R88 west departure eighty two mayday emergency

1847:45 TPA (unintelligible)

1847:46 R88 west of uh tabir about three miles six seven delta was his call sign was inbound (unintelligible) twenty four code

1847:50 UNK center you copying that

1847:52 TPA uh huh

1847:53 R88 (unintelligible) was descending *(upside down)

1847:53 UNK six zero delta i think it is it's a mayday center

1847:56 R88 i got that thank you

1847:57 UNK (unintelligible) delta

1848:00 R88 six seven delta jax center canyon hear me now

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N4467D

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1848:02 UNK he said he was upside down

1848:03 R88 i *(gotcha)

1848:12 UNK center you better scramble whatever you scramble because
i think they hit the ground

1848:16 R88 we're going sir

1848:23 R88 southwest nine forty nine that aircraft was uh directly
ahead about seventeen miles i suggest you avoid that
airspace i suggest twenty degrees to the left of course
to go around that

1848:33 SWA949 alright we'll be more like twenty five left and uh uh
we're just still in the weather was that guy i f r rated
and everything

1848:40 R88 yes sir he was an i f r aircraft a uh a cessna four
twenty one

1848:44 SWA949 okay

1848:55 R88 southwest twenty eight southwest thirty eight forty four
reduce airspeed to two five zero

1848:59 SWA3844 okay slowing to two five zero southwest thirty eight
forty four where was that aircraft from us

1849:03 R88 southwest thirty four thirty eight forty four he was
about three miles northwest of uh tabir and he was a
twin cessna

1849:12 SWA3844 okay

1850

1851

1851:15 R88 gulf flight ninety two hundred an area of uh probably
extreme turbulence at twelve o'clock and about fifty
miles ahead turn thirty degrees left this will be
vectors to go around that airspace *(had an issue) there

1851:28 GFT9200 (unintelligible) thirty to the left gulf flight ninety
two hundred here we go

1852

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N4467D

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1852:33 UNK any word from that aircraft

1852:34 R88 no sir

1852:35 UNK son of a

1852:58 R88 status information area equipment darc radar comm all that's working uh (unintelligible) airport status activity they're on one eight altimeter trends the *(altimeter) eighteen is good weather trends chop turbulence strong line of precipitation right there

1853:09 R88 yeah is there where it is

1853:12 R88 right there

1853:13 R88 okay

1853:15 R88 uh

1853:16 R88 (unintelligible)

1853:18 R88 let me talk right here the aircraft reported he was upside down and he tried to reverse course uh these aircraft are avoiding that airspace now trying to go east then south

1853:31 R88 okay

1853:32 R88 uh special use airspace this (unintelligible) out here is hot uh special instructions restrictions we're going in at nine and seven notams are posted non r v s m traffic he's gone that was six seven delta last position was right there

1853:52 R88 okay

1853:53 R88 jax approach is watching the getaway (unintelligible) southwest thirty eight forty four how about him watching him too okay that point out for us when they get there i just told this guy to turn this gulf flight thirty degrees left to go around it he's assigned his present heading

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N4467D

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1854:06 R88 okay

1854:07 R88 talk to him some more about this weather before he gets down there

1854:09 R88 yeah (unintelligible)

1854:10 R88 and uh make sure (unintelligible) did you talk to tampa about this getaway (unintelligible)

1854:54 AAL1665 jacksonville american sixteen sixty five out of level twelve thousand heading three six zero

1854:59 R88 american sixteen sixty five jacksonville center climb and maintain flight level two zero zero

1855:08 AAL1665 two zero zero american sixteen sixty five we might need deviate right a little bit for the weather at twenty miles out

1855:14 R88 american sixteen sixty five uh roger leaving one three thousand you can deviate twenty degrees left and right of course when able heading three five zero there is some moderate heavy precip between you and actually extreme precip for the next thirty to forty miles should be mostly just moderate to heavy after that i have had some uh apparently some severe turbulence for smaller aircraft just off your left about twenty miles keep me advised about your deviations please

1855:40 AAL1665 (unintelligible) twenty right of course at this time and uh heading three five zero when able american sixteen sixty five and we'll let you know when

1856

1856:19 R88 (unintelligible) *(alright) traffic any questions on the traffic

1856:23 R88 (unintelligible) what

1856:26 R88 any questions on *(traffic)

1856:26 R88 no questions mike sorry

1857

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N4467D

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1857:37 R88 and gulf flight ninety two fourteen areas of moderate to heavy extreme precipitation from your current location for the next uh i'm showing thirty miles i did have uh some extreme *(turbulent) or severe turbulence associated with that at your uh two actually at your ten o'clock position about twenty miles by uh a cessna four forty one please advise if you pick up any bad rides

1857:56 GFT9214 (unintelligible) we'll let you know sir
1858
(1859-1902)
1903

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: August 17, 2009

To: Aircraft Accident File ZJX-ARTCC-0210

From: Jacksonville Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
 Aircraft Accident, N4467D
 Brooksville, FL, July 08, 2009

This transcription covers the Jacksonville Air Route Traffic Control Center (ARTCC) D 88 R position for the time period from July 08, 2009, 1821 UTC, to July 08, 2009, 1903 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
C421, N4467D	N4467D
Jacksonville ARTCC, Darbs Radar Control Position	R88
Tampa ATCT	TPA
Unknown Aircraft	UNK
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA949	SWA949
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA3844	SWA3844
GULFSTREAM INTERNATIONAL AIRLINES, INC. (MIAMI SPRINGS, FL), GFT9200	GFT9200
Jacksonville ARTCC, Darbs Radar Associate Control Position	D88
GULFSTREAM INTERNATIONAL AIRLINES, INC. (MIAMI SPRINGS, FL), GFT9214	GFT9214

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N4467D.

Dennis L. Perkins
 Aviation Technical Support Specialist
 Jacksonville ARTCC

1821
 (1822-1825)
 1826

1826:23 N4467D and jacksonville center golden eagle four four six seven delta is with you descending through fifteen point four for fifteen thousand

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N4467D

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1826:30 R88 four six seven delta jacksonville center the uh tampa altimeter is two niner niner four scattered moderate isolated extreme precip between you and tampa let me know what kind of headings you're going to need please

1826:44 N4467D uh roger that six seven delta
1827

1827:01 N4467D and for six seven delta can we uh get a right of course probably heading of two zero zero

1827:07 R88 who needs that

1827:08 N4467D golden eagle four four six seven delta

1827:10 R88 six seven delta that's approved

1827:11 R88 roger that six seven *(delta thank you)
1828
(1829-1832)
1833

1833:03 R88 november six seven delta descend and maintain one one thousand

1833:07 N4467D roger that down to one one eleven thousand six seven delta
1834
1835

1835:46 R88 november six seven delta cross two zero miles north of darbs at *(niner uh) seven thousand

1835:51 N4467D uh roger that two zero miles north of darbs *(and) at and maintain seven thousand seven delta
1836
(1837-1840)
1841

1841:52 R88 *(november) six seven delta cross uh one five fifteen north of darbs at five thousand

1841:57 N4467D and roger that fifteen north of darbs at uh five thousand six seven delta
1842
(1843-1845)
1846

1846:34 N4467D and center six seven delta we're in a quite a bit of turbulence is there a any chance of a uh you can give us some direction

ZJX-ARTCC-0210
N4467D

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1846:43 R88 six seven delta looks like straight ahead is the best way out *(to me straight ahead for about two minutes and you should be clearing it all on) south side

1847

1847:06 N4467D yes sir

1847:07 R88 six seven delta roger reverse course

1847:23 N4467D six seven delta we're in a mayday mayday mayday we're upside down my god hurry

1847:46 R88 west of uh tabir about three miles six seven delta was his call sign was inbound you took the hand off on him sixty two twenty four code

1847:52 TPA uh huh

1847:53 R88 (unintelligible) was descending *(he's upside down) (unintelligible)

1847:56 R88 i got that thank you

1847:57 UNK (unintelligible) delta

1848:00 R88 six seven delta jax center can you hear me now

1848:02 UNK he said he was upside down

1848:03 R88 i *(gotcha)

1848:12 UNK center you better scramble whatever you scramble because i think they hit the ground

1848:16 R88 we're going sir

1848:23 R88 southwest nine forty nine that aircraft was uh directly ahead about seventeen miles i suggest you avoid that airspace i suggest twenty degrees to the left of course to go around that

1848:33 SWA949 alright we'll be more like twenty five left and uh uh

we're just still in the weather was that guy i f r rated
and everything

1848:40 R88 yes sir he was an i f r aircraft *(at uh) a cessna four
twenty one

1848:44 SWA949 okay

1848:55 R88 southwest twenty eight southwest thirty eight forty four
reduce airspeed to two five zero

1848:59 SWA3844 okay slowing to two five zero southwest thirty eight
forty four where was that aircraft from us

1849:03 R88 southwest thirty four thirty eight forty four he was
about three miles northwest of uh tabir and he was a
twin cessna

1849:12 SWA3844 okay
1850
1851

1851:15 R88 gulf flight ninety two hundred an area of uh probably
extreme turbulence at twelve o'clock and about fifty
miles ahead turn thirty degrees left this will be
vectors to go around that airspace *(had an issue) there

1851:28 GFT9200 (unintelligible) thirty to the left gulf flight ninety
two hundred here we go
1852

1852:58 R88 status information area equipment darc radar comm all
that's working uh (unintelligible) airport status
activity they're on one eight altimeter trends the
*(altimeter)

1853:08 D88 alright this darbs (unintelligible) briefing you got the
status notams erids equipment is up except taylor vortac
weather uh weather all over this area right here warning
areas and moas

1853:21 D88 *(let me listen to his briefing) for a minute i just
want to make sure

1853:22 R88 upside down and he tried to reverse course uh these
aircraft are avoiding that airspace now trying to go
east then south

ZJX-ARTCC-0210
N4467D

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1853:31 R88 okay

1853:32 R88 uh special use airspace this (unintelligible) out here is hot uh special instructions restrictions we're going in at nine and seven notams are posted non r v s m traffic he's gone that was six seven delta last position was right there

1853:52 R88 okay

1853:53 R88 jax approach is watching the getaway

1853:54 D88 yes jax approach is watching the getaway

1853:56 R88 southwest thirty eighty forty four how about him watching him too

1853:57 D88 not yet

1853:58 R88 *(okay) make that point out for us when they get there

1854:00 D88 alright

1854:02 R88 i just told this guy to turn this gulf flight thirty degrees left to go around it he's assigned his present heading

1854:06 R88 okay

1854:07 D88 alright go ahead you can continue i just wanted to listen to what he was saying about that

1854:10 D88 alright let me uh point this southwest real fast

1854:13 D88 okay
1855

1855:35 D88 you heard about the weather

1855:36 D88 yeah

1855:37 D88 alright uh warning area status is on the board i talked about restrictions no special ops no r v s m aircraft don't forget to sign on traffic you heard me do the last point outs on them and tell tampa just watch everybody deviating uh they're *(gonna) all be deviating on that same heading

1855:55 D88 alright which what was the call sign on the guy which one was the guy that uh went down was it this one right there highlight him

1856 1856:02 D88 yeah

1856:03 D88 just so it doesn't drop off alright cool i got it

1856:05 D88 *(alright)

1856:06 D88 i got it

1856:19 R88 (unintelligible) *(alright) traffic any questions on traffic

1856:23 R88 (unintelligible) what

1856:26 R88 any questions on *(traffic)

1856:26 R88 no questions mike sorry
1857

1857:37 R88 and gulf flight ninety two fourteen areas of moderate to heavy extreme precipitation from your current location for the next uh i'm showing thirty miles i did have uh some extreme *(turbulent) or severe turbulence associated with that at your uh two actually at your ten o'clock position about twenty miles by uh a cessna four forty one please advise if you pick up any bad rides

1857:56 GFT9214 (unintelligible) we'll let you know sir
1858
(1859-1902)
1903

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.