



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

REPORT DATE
January 29, 2015

REPORT NO.
ZJX-ARTCC-0234

NAME OF REPORTING FACILITY
Sarasota ATCT (SRQ)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 28, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1424 N227RR contacted Ground Control (GC) for clearance and is issued an IFR clearance to the Orangeburg, South Carolina Airport (OGB), and instructed to stand by on the readback.
- 1425 N227RR reads back the clearance to the Orangeburg Airport without the Departure Frequency. The Frequency is reissued, and N227RR is instructed to advise ready for taxi. After being prompted by GC, N227RR reads back the Departure Frequency.
- 1427 N227RR advises ready to taxi at Alpha/Tango 1. GC issues taxi instructions to Runway 04 via Alpha then Delta. N227RR reads back the taxi instructions with no callsign.
- 1431 N227RR calls Local Control (LC1) holding short for Runway 04.
- 1432 LC1 issues takeoff clearance off of Runway 04 to N227RR. N227RR advises he did not copy. LC1 re-issues takeoff clearance on Runway 04 to N227RR. N227RR reads back takeoff instructions.
- 1434 LC1 ships N227RR to Tampa Departure. N227RR does not reply. LC1 ships N227RR to Tampa Departure again. N227RR does not reply.
- 1435 LC1 calls Tampa Departure to verify N227RR had switched frequencies. Tampa Departure confirms N227RR is on Departure Frequency.

No More Follows



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

REPORT DATE

December 11, 2014

REPORT NO.

ZJX-ARTCC-0234

NAME OF REPORTING FACILITY

Tampa ATCT (TPA)


14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 28, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1434 N227RR checked on frequency with Tampa South Satellite climbing to 1,600 feet. Tampa South Satellite radar identified N227RR and issued a clearance to 5,000 feet.
- 1438 Tampa South Satellite cleared N227RR to climb and maintain 8,000 feet.
- 1441 Tampa South Satellite switched N227RR to Tampa East Departure 135.5. Tampa East Departure cleared N227RR direct Ocala.
- 1507 Tampa East Departure switched N227RR to Jacksonville Approach on 118.6.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 16, 2014	REPORT NO ZJX-ARTCC-0234
	NAME OF REPORTING FACILITY Jacksonville ATCT (JAX)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT

November 28, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1507 N227RR checked in with Jacksonville Airport Traffic Control Tower (JAX) Vtts Radar (V) and reported level at 8000 feet.

1531 JAX V instructed N227RR to contact JAX Satellite Radar (S) on frequency 124.9

1532 N227RR checked in with JAX S and reported level at 8000 feet.


1539 JAX S instructed N227RR to climb and maintain 9000 feet.

1548 JAX S instructed N227RR to Contact JAX North Radar (N) on frequency 127.0

1549 N227RR checked in with JAX N and reported level at 9000 feet.

1603 JAX N instructed N227RR to contact Jacksonville Air Route Traffic Control Center (ZJX) on frequency 126.75

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 22, 2015	REPORT NO ZJX-ARTCC-0234
	NAME OF REPORTING FACILITY Savannah ATCT (SAV)	
14 CHRONOLOGICAL SUMMARY OF FLIGHT November 28, 2014 <p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> 1615 N227RR contacted Savannah Approach, Radar South (RS) position, and reported level at 9,000 feet. RS acknowledged and issued the Savannah altimeter 30.41. N227RR acknowledged by reading back the altimeter 30.41. 1626 RS issued traffic to N227RR on a unknown VFR target northeast bound at 7,400 feet. N227RR acknowledged the traffic call. 1631 RS advised N227RR that the previously called traffic was no longer a factor. N227RR acknowledged. 1633 RS instructed N227RR to contact Savannah Approach, Radar North (RN) position on 125.3. N227RR acknowledged the frequency change. 1634 N227RR contacted Savannah Approach RN and reported level at 9,000 feet. RN issued N227RR the Savannah altimeter 3039. N227RR acknowledged and read back the altimeter 30.39. 1643 RN coordinated with Beaufort Approach (NBC) for a point out on N227RR. NBC approved the point out. 1647 RN instructed N227RR to contact Jacksonville ARTCC (ZJX), Allendale (R73) sector on 132.92. <hr/> <p style="text-align: center;">No More Follows</p>		



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

REPORT DATE

December 05, 2014

REPORT NO.

ZJX-ARTCC-0234

NAME OF REPORTING FACILITY

Jacksonville ARTCC (ZJX)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

November 28, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1604 N227RR made initial contact with Jacksonville Center (ZJX) Jekyll (R54) sector and reported level at 9,000 feet. R54 acknowledged.
- 1612 R54 offered N227RR direct Orangeburg (OGB), N227RR accepted, and R54 cleared N227RR direct OGB.
- 1615 R54 instructed N227RR to contact Savannah Approach on 120.4 MHz. N227RR acknowledged.
- 1648 N227RR made initial contact with ZJX Allendale (R73) sector and reported level at 9,000 feet. R73 provided the current SAV altimeter setting of 30.42 inHg.
- 1651 R73 advised N227RR of traffic at 8,000 feet. N227RR stated that he was looking at the traffic.
- 1653 N227RR broadcast an emergency, that his oil pressure was going haywire, and that he was descending looking for something. R73 told N227RR that the Hampton airport was at his 11 o'clock position, 7.9 miles, and suggested a 5- to 8-degree left turn. N227RR said that he had the airport in sight.
- 1654 R73 asked N227RR what additional assistance he required - N227RR requested assistance on the ground. N227RR advised that he had 4 persons on board and 50 gallons of fuel remaining. He also confirmed that he still had the airport in sight.
- 1655 R73 told N227RR that the Hampton airport was hard surface, and had runways 35 and 11.
- 1656 R73 contacted Beaufort Approach for assistance contacting ground support at Hampton.
- 1657 R73 advised N227RR that emergency crews were on the way. N227RR said that he was inches from making the runway before having to deploy the chute.
- 1658 R73 broadcast in the blind for N227RR three times, with no response.
- 1705 Beaufort Approach advised that N227RR landed in a wooded area outside of the airport.
- 1710 R73 requested ASQ5932 to monitor guard frequency for an ELT. ASQ5932 reported receiving a strong ELT signal.

No More Follows



Federal Aviation Administration

Memorandum

Date: December 11, 2014

To: Aircraft Accident File ZJX-ARTCC-0234

From: Jacksonville Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N227RR
Varnville, SC, November 28, 2014

This transcription covers the Jacksonville Air Route Traffic Control Center (ARTCC) R54 R position for the time period from November 28, 2014, 1559 UTC, to November 28, 2014, 1621 UTC.

Agencies Making Transmissions	Abbreviations
N227RR	N227RR
Jacksonville ARTCC Jekyll Radar Position	R54

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N227RR.

[REDACTED]

Constance W. Gahrts
Staff Support Specialist, Quality Control
Jacksonville ARTCC

1559
(1600-1603)
1604
1604:03 N227RR uh good morning jax center cirrus two two seven romeo romeo with you at nine thousand

1604:07 R54 cirrus two two seven romeo romeo jax center welcome
1605
(1606-1611)
1612
1612:54 R54 and two two seven romeo romeo would you like direct orangeburg

1612:58 N227RR that would be great
1613

ZJX-ARTCC-0234
N227RR

Page 2 of 2

1613:02 R54 two two seven romeo romeo cleared direct to orangeburg

1613:05 N227RR two two seven romeo romeo cleared orangeburg thank you sir
1614
1615

1615:24 R54 cirrus two two seven romeo romeo you can contact savannah
approach on uh one two zero point four enjoy your day

1615:33 N227RR savannah approach one two zero point four good day to you
sir

1616
(1617-1620)
1621

End of Transcript



Federal Aviation Administration

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Memorandum

Date: December 19, 2014

To: Aircraft Accident File ZJX-ARTCC-0234

From: Jacksonville Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
 Aircraft Accident, N227RR
 Varnville, SC, November 28, 2014

This transcription covers the Jacksonville Air Route Traffic Control Center (ARTCC) R73 R position for the time period from November 28, 2014, 1643 UTC, to November 28, 2014, 1718 UTC.

Agencies Making Transmissions	Abbreviations
N227RR	N227RR
Jacksonville ARTCC Allendale Radar Position	R73
Unknown	UNK
Marine Corps Air Station Beaufort Radar Air Traffic Control Facility	NBC
N1136N	N1136N
ATLANTIC SOUTHEAST AIRLINES (ATLANTA, GA), ASQ5932	ASQ5932

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N227RR.

[REDACTED]

Constance W. Gahris
 Staff Support Specialist, Quality Control
 Jacksonville ARTCC

1643
 (1644-1647)
 1648

1648:26 N227RR morning savannah cirrus two two seven romeo romeo with you at nine thousand

1648:30 R73 november two two seven romeo romeo jax center savannah altimeter three zero four two

ZJX-ARTCC-0234
N227RR

Page 2 of 7

1648:37 N227RR three zero four two seven romeo romeo
1649
1650
1651
1651:22 R73 november two two seven romeo romeo traffic one o'clock
five miles southbound p a thirty two a thousand feet
below

1651:30 N227RR seven romeo romeo looking at the traffic thank you
1652

1652:40 N227RR savannah two two seven romeo romeo has the traffic no
factor

1652:43 R73 thank you
1653

1653:22 N227RR savannah approach savannah approach i got an emergency

1653:27 R73 did you hear that yeah

1653:36 R73 last calling jax center say again

1653:39 N227RR i uh got an emergency i got an oil pressure going haywire

1653:43 R73 who is this

1653:45 N227RR two two seven romeo romeo descending looking for something

1653:50 R73 november two two seven romeo romeo roger you have an
airport at your eleven o'clock and uh seven point nine
miles uh it's uh hampton airport and uh i would suggest
about a uh probably a five degree maybe eight degree left
turn and that'll point you straight at it

1654:09 N227RR uh yes sir i've got the airport in sight

1654:11 R73 november two two seven romeo romeo roger uh uh do yo need
anything else right now or uh do you just want to try and
uh glide on in there

ZJX-ARTCC-0234
N227RR

Page 3 of 7

1654:21 N227RR no i'm gonna try and glide in there right now and just keep oil pressure

1654:25 R73 november two two seven romeo romeo roger sir uh when you get a chance uh i know it's not a good time but uh let me know how many people are on board and uh fuel remaining things like that please

1654:36 N227RR i've got four souls on board i've got uh fifty gallons remaining

1654:41 R73 four souls on board fifty fifty gallons remaining

1654:44 R73 november two two seven romeo romeo roger would you like assistance on the ground when you get there

1654:50 R73 i think i'd like anything i can get please

1654:53 R73 november two two seven romeo romeo roger
1655

1655:14 R73 november two two seven romeo romeo you still have the airport at your uh eleven to ten o'clock there

1655:20 N227RR uh yes sir that's affirmative

1655:22 R73 okay they want assistance on the ground devo

1655:56 R73 it's a hard surface right

1655:57 UNK yeah

1655:58 R73 three five and eleven

1655:59 UNK yup

1656:00 R73 november two two seven romeo romeo the uh airport is hampton south carolina it's a hard surface runway three

ZJX-ARTCC-0234
N227RR

Page 4 of 7

five and one one and it's at your ten o'clock now about four miles

1656:12 N227RR yes sir i still have the runways the airport in sight thank you

1656:17 R73 beaufort allendale forty seven

1656:24 NBC beaufort

1656:25 R73 allendale uh reference uh code (unintelligible) zero five four he's an emergency aircraft he's inbound to hampton airport i don't know if you have the uh local numbers for that but he is looking for any assistance he can get on the ground he's uh lost oil pressure

1656:38 NBC okay

1656:39 R73 four souls on board i got our supervisor working on it but i figured you might have some better numbers or something up there

1656:44 NBC we'll look it up and i'll give you a call

1656:45 R73 all right thanks i t
1657

1657:12 R73 november two two seven romeo romeo emergency uh crews are on the way

1657:17 N227RR copy thank you *(then)

1657:36 N227RR uh center seven two two seven romeo romeo i'm about inches from making this uh runway before i have to deploy this chute on here so

1657:49 R73 november two two seven romeo romeo roger you said you're probably not going to make the runway

ZJX-ARTCC-0234
N227RR

Page 5 of 7

1658:00 R73 november two two seven romeo romeo do you said you're going to make the runway or not

1658:19 R73 november two two seven romeo romeo jax center how do you hear

1659

1659:25 N1136N jacksonville one three six november any update on that emergency

1659:29 R73 one one three six november negative sir

1700
(1701-1703)
1704

1704:50 NBC allendale beaufort forty seven line

1704:51 R73 allendale

1704:52 NBC hey uh reference cirrus two two seven romeo romeo

1704:55 R73 uh huh

1704:56 NBC we uh just got off the phone with the sheriff's department uh somebody said it appeared that he landed in a wooden area uh outside the airport and uh e m t's and uh the fire department's on the way

1705:06 R73 *(thank you) parachute

1705:07 NBC i don't know uh they uh said for us to call them back in a couple minutes when they get more details

1705:11 R73 let me know t q

1705:12 NBC wilco (unintelligible)

1705:54 N1136N and jax one one three six november i hate to keep asking and be a nag but any update on that emergency

ZJX-ARTCC-0234
N227RR

Page 6 of 7

1705:59 R73 uh he landed somewhere in the vicinity of the airport
we're still waiting to hear if he uh he landed uh on the
airport or near the airport we don't know right now

1706:07 N1136N roger that

1706:53 R73 hey beaufort allendale forty seven line

1706:56 NBC beaufort

1706:57 R73 do me a quick favor if you receive any more updates on
seven romeo romeo i have a phone number i want you to
call can you uh are you ready to copy

1707:03 NBC uh yeah yeah i can do it

1707:04 R73 area code [REDACTED]

1707:06 NBC [REDACTED]

1707:07 R73 [REDACTED]

1707:08 NBC [REDACTED]

1707:09 R73 [REDACTED]

1707:10 NBC [REDACTED]

1707:11 R73 *(t q) thanks

1707:12 NBC *(a b)

1708
1709
1710

1710:22 R73 asea fifty nine thirty two do me a favor monitor guard let
me know if you're picking up an e i t please

ZJX-ARTCC-0234
N227RR

Page 7 of 7

1710:29 ASQ5932 fifty nine thirty two wilco

1710:51 ASQ5932 and center for uh acey fifty nine thirty two we're getting
a a pretty strong e l t reading with uh our squelch on
here

1710:56 R73 acey fifty nine thirty two thank you
1711
1712

1712:28 ASQ5932 and center for acey fifty nine thirty two was there any
airport in particular you were uh concerned with

1712:33 R73 yeah we had an aircraft that uh had an emergency going
into uh hampton which was an airport that was off your
right side we just wanted to see if the e l t
corresponded with the uh the aircraft incident so uh
thank you for the report i appreciate it

1712:46 ASQ5932 roger
1713
(1714-1717)
1718

End of Transcript

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



Federal Aviation Administration

Memorandum

Date: December 19, 2014

To: Aircraft Accident File ZJX-ARTCC-0234

From: Jacksonville Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
 Aircraft Accident, N227RR
 Varnville, SC, November 28, 2014

This transcription covers the Jacksonville Air Route Traffic Control Center (ARTCC) D73 RA position for the time period from November 28, 2014, 1651 UTC, to November 28, 2014, 1705 UTC.

Agencies Making Transmissions	Abbreviations
N227RR	N227RR
Jacksonville ARTCC Allendale Radar-Associate Position	D73
Savannah TRACON	SAV
Jacksonville ARTCC Allendale Radar Position	R73
N1136N	N1136N

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N227RR.



Constance W. Gahris
 Staff Support Specialist, Quality Control
 Jacksonville ARTCC

1651
 (1652-1655)
 1656

1656:12 N227RR yes sir i still have the runways the airport

1656:14 D73 hey savannah uh red lake's radar keep him climbing to two three oh we got an emergency goin on so it might be a minute until we can get to him

1656:23 SAV wilco two two oh

ZJX-ARTCC-0234
N227RR

Page 2 of 2

1656:25 D73 two two three oh twenty three

1656:27 SAV twenty three oh
1657

1657:12 R73 november two two seven romeo romeo emergency uh crews are
on the way

1657:17 N227RR copy thank you *(then)

1657:36 N227RR uh center seven two two seven romeo romeo i'm about inches
from making this uh runway before i have to deploy this
chute on here so

1657:49 R73 november two two seven romeo romeo roger you said you're
probably not going to make the runway

1658:00 R73 november two two seven romeo romeo do you said you're
going to make the runway or not

1658:19 R73 november two two seven romeo romeo jax center how do you
hear
1659

1659:25 N1136N jacksonville one three six november any update on that
emergency

1659:29 R73 one one three six november negative sir
1700
(1701-1704)
1705

End of Transcript

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