

**FAA Form 8020-6, Report of Aircraft Accident**

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>			<b>Report Date:</b> August 28, 2013		<b>Report Number:</b> ZMA-ARTCC-0341		
<b>REPORT OF AIRCRAFT ACCIDENT</b>			<b>Name of Reporting Facility:</b> Miami ARTCC (ZMA)				
<b>1. Aircraft Identification and Type:</b> N217JP, C340		<b>2. Date/Time of Accident (GMT):</b> June 08, 2013; 1402 UTC		<b>3. Location of Accident:</b> Boynton Beach, FL, Loxahatchee National Wildlife Refuge			
<b>4. Nature of Accident:</b> Aircraft crashed into the Loxahatchee National Wildlife Refuge.			<b>5. Type of Flight:</b> Cross country flight - IFR Flight Plan				
6. Flight Crew	Name	Position	Address (City and State)	Uninjured	Injured	Fatality	Unknown
	Paul S. Soule	Pilot	Fruitland Park, FL			X	
<b>7. Passenger Data:</b> (If available, list names, addresses, extent of injuries and other information on continuation sheet.)			<b>Number Aboard</b> 0	<b>Number Uninjured</b> 0	<b>Number Injured</b> 0	<b>Number Fatalities</b> 0	
<b>8. Aircraft Damage:</b> Destroyed			<b>9. Property Damage:</b> None				
<b>10. Operating Status of Navigational Aids/Lights/Communications:</b> Normal							
11. Weather Data	<b>Conditions in Accident Area at Time of Accident:</b> West Palm Beach METAR - 0953 EDT: Automated, wind one two zero at seven knots, visibility two statute miles, thunderstorm, heavy rain, ceiling one thousand five hundred broken, cumulonimbus, two thousand eight hundred overcast, temperature two three, dew point two three, altimeter three zero zero seven						
	<b>Report Just Prior to Accident:</b> West Palm Beach METAR - 0853 EDT: Automated, wind one eight zero at three knots, visibility one zero statute miles, three thousand six hundred scattered, cumulonimbus, ceiling four thousand three hundred broken, seven thousand broken, temperature two four, dew point two three, altimeter three zero zero six					<b>Date/Time</b> 6/8/2013 1253 UTC	
	<b>First Report Subsequent to Accident:</b> West Palm Beach METAR - 1053 EDT: Automated, wind one six zero at one one knots, visibility two statute miles, thunderstorm, heavy rain, one thousand one hundred scattered, ceiling one thousand nine hundred broken, cumulonimbus, three thousand seven hundred overcast, temperature two two, dew point two two, altimeter three zero one zero					<b>Date/Time</b> 6/8/2013 1453 UTC	
12. ATS Personnel Involved	Name	Facility	Operating Position		Check If Eyewitness		
	Gene Gustad *(GG)	MIA ATCT	G SR				
	Patrick Pacinhik (PK)	MIA ATCT	L DR				
	Steven P. Mazzie (SM)	ZMA ARTCC	46 R				
	Keith A. Bernard (DC)	ZMA ARTCC	OSIC FM				
	Clinton E. Weekes (CW)	ZMA ARTCC	OMIC OM				
	David E. Lindholm (EL)	ZMA ARTCC	OMIC OM				
	Eric Missimer (EM)	PBI ATCT	ARF AR				
<b>*Operating Initials</b>							
<b>13. Signature of Facility Manager</b> <div style="border: 1px solid black; width: 150px; height: 20px; margin: 5px 0;"></div> Mark Rios							

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

REPORT DATE

June 25, 2013

REPORT NO.

ZMA-ARTCC-0341

NAME OF REPORTING FACILITY

Ft. Lauderdale Executive ATCT (FXE)


14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 08, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1333 N217JP called CD and was advised to stand by, clearance is on request.
- 1336 CD issued IFR clearance to N217JP.
- 1337 N217JP called GC for taxi with information Oscar at Banyan. GC issued progressive taxi instructions to Runway 8 via Taxiways Bravo and Echo. GC asked N217JP to verify ATIS Oscar and asked if he would need a run-up at the end. N217JP verified he had Oscar and stated he would need about a minute for run-up.
- 1343 N217JP advised GC ready for departure and GC advised the pilot to contact tower.
- 1344 N217JP advised LC ready for departure at Runway 8. LC advised N217JP he was awaiting IFR release.
- 1345 LC cleared N217JP for takeoff on Runway 8, heading 310.
- 1347 LC switched N217JP to departure.

No More Follows

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE <b>July 31, 2013</b> NAME OF REPORTING FACILITY <b>Miami ATCT (MIA)</b>	REPORT NO. <b>ZMA-ARTCC-0341</b>
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14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 08, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

1347 1347 N217JP contacted Miami ATCT, FLL Executive Arrival Departure (G) position out of 600 feet for 2000 feet turning to a heading 310 degrees. G controller acknowledged and instructed N217JP to climb and maintain 4000 feet. N217JP read back up to four.

1348 G controller advised N217JP that traffic was 12 o'clock, three miles southbound, 2500 feet a Cessna. N217JP acknowledged and stated no joy.

1349 N217JP advised G controller that he had instrument problems and requested to head west and climb in VFR conditions. G controller asked N217JP if that was him talking. N217JP stated roger and advised G controller that he was headed westerly. G controller asked who was talking. N217JP responded N217JP. G controller instructed N217JP to fly heading 270 and asked if he was on an IFR flight plan. N217JP stated affirmative. G controller instructed N217JP to fly heading 270 and contact departure 126.05 and issued traffic. N217JP acknowledged and repeated 126.05.

1350 N217JP contacted Miami ATCT, FLL North Departure (L) position and the L controller acknowledged and instructed N217JP to climb and maintain 8000. N217JP acknowledged and advised the L controller that he was having instrument problems. L controller stated okay and asked N217JP if he needed to stay at 2000. N217JP requested to delay the climb for about 3 minutes. L controller requested N217JP to advise him when he can climb. N217JP acknowledged.


1351 N217JP advised the L controller that he was starting his climb to 8000 and heading 270. L controller acknowledged and instructed him to maintain 8000.

1353 L controller issued N217JP turn right heading 350 and N217JP read back 350.

1355 L controller instructed N217JP climb and maintain 11000 and N217JP read back 11000.

1358 L controller instructed N217JP to contact Miami Center on 135.17 and N217JP read back 135.17.

No More Follows

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE August 28, 2013	REPORT NO. ZMA-ARTCC-0341
NAME OF REPORTING FACILITY Miami ARTCC (ZMA)		

14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 08, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

1358 N217JP checked on with Miami ARTCC (ZMA) ALUTO Radar Controller (R46). R46 advised N217JP of weather and approved weather deviation.

1359 R46 coordinated with Palm Beach ATCT (PBI) N217JP's transition through PBI airspace. R46 climbed N217JP to 13,000 feet.

1401 R46 climbed N217JP to 15,000 feet with no response from pilot. R46 transmitted again to N217JP. N217JP responded that he was trying to stay VFR and had an instrument failure. R46 advised N217JP not to continue deviating to the East. PBI called R46 advising of N217JP's rapid turn and descent.

1407 R46 transmitted to see if N217JP was on frequency.

1409 ZMA Everglades Operations Supervisor (OSIC) called PBI to see if they had any information on N217JP.

1412 ZMA OSIC called PBI to ascertain the appropriate local law enforcement for N217JP's last known position.

1415 ZMA Watch Desk called the Palm Beach Sheriff's Office and provided information regarding N217JP.

1417 R46 transmitted to see if N217JP was on 135.17 and 121.5.

1418 ZMA OSIC called PBI to inquire if aircraft being worked in the area of N217JP could see anything. ZMA Watch Desk called ZMA OSIC requesting emergency locator transmitter (ELT) reports in the area.


1421 Domestic Event Network (DEN) called ZMA Watch Desk and discussed position of N217JP.

1423 FAA Southern Regional Operation Center (ROC) called ZMA Watch Desk regarding N217JP.

1425 R46 called PBI to inquire if any ELT's were heard. ZMA Watch Desk called ZMA Flight Data and requested an Alert Notice for N217JP. DEN called ZMA Watch Desk with an updated last track for N217JP.

1428 ZMA Watch Desk called U.S. Coast Guard (USCG) and requested assistance with N217JP.

1431 PBI called ZMA Watch Desk and advised that an aircraft was searching in the area of N217JP's last position.

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE August 28, 2013	REPORT NO. ZMA-ARTCC-0341
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1435 ZMA OSIC called PBI inquiring if any aircraft sightings had taken place in regard to N217JP. DEN called ZMA Watch Desk and discussed N217JP's position.

1444 ZMA Watch Desk called the pilot of N217JP's cell phone and left a message. ZMA Watch Desk called USCG and discussed N217JP.

1454 Jacksonville ARTCC Watch Desk called ZMA Watch Desk and advised negative information on N217JP.

1455 ZMA Flight Data called ZMA Watch Desk and provided alert notice responses for N217JP.

1513 ZMA Watch Desk called ZMA Executive Officer and provided information regarding N217JP.

1520 USCG called ZMA Watch Desk and requested a temporary flight restriction (TFR) to search for N217JP.

1522 ZMA Watch desk called ROC to request TFR for N217JP search.

1534 ZMA Watch Desk called USCG and passed information about TFR.

1547 PBI called ZMA Watch Desk and reported the USCG was on scene searching.

1550 ROC called ZMA Watch Desk and asked about search efforts for N217JP.

1554 ZMA Watch Desk called USCG about N217JP.

1556 Miami Flight Service called ZMA Watch Desk and advised that N217JP was not at Leesburg, FL.

1618 ROC called ZMA Watch Desk and discussed N217JP frequency transmissions with air traffic.

1622 ZMA Flight Data called ZMA Watch Desk and provided N217JP alert notice information.

1632 Banyan Air Service representative called ZMA Watch Desk and requested information on N217JP.


1634 PBI called ZMA Watch Desk and reported an aircraft had been found.

1641 Spouse of N217JP called the ZMA Watch Desk and asked for any known information.

1652 ZMA Watch Desk called ROC and passed information on the USCG finding of an aircraft.

1704 ZMA Watch Desk called ZMA Executive Officer and passed along an aircraft had been found.

 ZMA-ARTCC-0341  
 N217JP

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE August 28, 2013 NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	REPORT NO. ZMA-ARTCC-0341
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14. CHRONOLOGICAL SUMMARY OF FLIGHT

1710 ZMA Watch Desk called ROC and passed information regarding N217JP.

1714 ROC called ZMA Watch Desk to verify information for N217JP.

1717 ZMA Watch Desk called ROC and passed information requested for N217JP.

1723 Flight Standards District Office called ZMA Watch Desk and discussed N217JP.

1737 Fort Lauderdale Executive ATCT called ZMA Watch Desk and discussed N217JP.

1740 ZMA Watch Desk called USCG and asked about the aircraft that was found.

1743 PBI called ZMA Watch Desk and reported airboats where en route to accident site.

1745 USCG called ZMA Watch Desk and confirmed the tail number of found wreckage to be N217JP.

12. ATS Personnel Involved, Continued.


Jeffrey Goodmanson (JA), PBI ATCT (ARF) AR

Anne Nerrie (AE), PBI ATCT (ARF) AR

Scott A. Friday (SF), PBI ATCT (ARP) AR

Scott A. Friday (SF), PBI ATCT (ICR) SI

No More Follows

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> <small>(Continuation Sheet)</small>	<b>REPORT DATE</b> July 18, 2013	<b>REPORT NO.</b> ZMA-ARTCC-0341
	<b>NAME OF REPORTING FACILITY</b> Palm Beach ATCT (PBI)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT

June 08, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

1357 Miami Approach called Palm Beach Approach to point out an aircraft squawking 3324, climbing to 11,000 feet. Palm Beach Approach approved the point out.

1359 Miami Center called Palm Beach Approach to point out a 3324 code heading east when able direct BAIRN intersection climbing to 11,000 feet. Palm Beach Approach approved the point out.

1402 Palm Beach Approach called Miami Center advising him he didn't see N217JP's code any longer, that his track was in coast. Miami Center said he was trying to talk to him.

1420 Palm Beach Approach vectored N291JD toward the last known position of N217JP.

1424 N291JD advised he has picked up an ELT but the flight visibility was not good.

1426 Miami Center called and asked if N291JD was picking up an ELT. Palm Beach Approach advised he was.

1427 Palm Beach Approach advised N291JD the last reported position is 12 o'clock and 1 mile. N291JD advised in and out of the clouds. N291JD advised negative contact with the aircraft.

1428 Palm Beach Approach turned N291JD to a 160 heading.

1429 N291JD advised Palm Beach Approach they had good ground contact and did not see anything. Palm Beach Approach then cleared N291JD direct Boca Raton Airport.

1430 Palm Beach Approach asked N291JD if he was still receiving the ELT. N291JD advised they were not picking it up.

No More Follows



# Federal Aviation Administration

## Memorandum

Date: August 16, 2013  
To: Aircraft Accident File ZMA-ARTCC-0341  
From: Miami Airport Traffic Control Tower  
Subject: INFORMATION: Partial Transcript  
Aircraft Accident, N217JP  
Boynton Beach, FL, June 08, 2013

This transcription covers the Miami Airport Traffic Control Tower (ATCT) G DR position for the time period from June 08, 2013, 1342 UTC, to June 08, 2013, 1355 UTC.

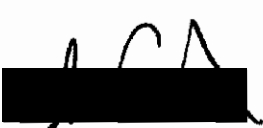
### Agencies Making Transmissions

### Abbreviations

C340, N217JP  
Miami ATCT, Fort Lauderdale Executive  
Arrival/Departure (G)

N217JP  
G

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N217JP.

  
Jesse Fisher  
Staff Support Specialist  
Miami ATCT

1342  
(1343-1346)

1347

1347:21      N217JP      miami departure twin cessna two one seven juliett papa  
is with you out of six hundred for two thousand in a  
left turn heading three one zero degrees

1347:27      G      november two one seven juliett papa miami departure  
radar contact climb and maintain four thousand

1347:31      N217JP      up to four  
1348

1348:45      G      november seven juliett papa traffic twelve o'clock three  
miles southbound two thousand five hundred a cessna



ZMA-ARTCC-0341  
N217JP

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...

1348:51 N217JP juliett papa looking no joy  
1349

1349:02 N217JP miami juliett papa we got some uh instrument problems  
we'd like to head west and stay v f r if i can for the  
climb

1349:10 G seven juliett papa that was you

1349:13 N217JP roger we'll be uh heading westerly and clear area as the  
cloud clears out

1349:18 G who who is that

1349:20 N217JP two one seven juliett papa

1349:22 G two one seven j r fly heading two seven zero you are on  
a i f r flight plan correct

1349:25 N217JP that's affirmative i am on an i f r flight plan

1349:28 G two \*sev one seven juliett papa fly heading two seven  
zero contact departure one two six point zero five the  
traffic's twelve o'clock and a mile southbound at two  
thousand five hundred

1349:38 N217JP roger lookin for him and uh one two six point zero five  
juliett papa

1350  
(1351-1354)  
1355

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: August 16, 2013  
To: Aircraft Accident File ZMA-ARTCC-0341  
From: Miami Airport Traffic Control Tower  
Subject: **INFORMATION:** Partial Transcript  
Aircraft Accident, N217JP  
Boynton Beach, FL, June 08, 2013

This transcription covers the Miami Airport Traffic Control Tower (ATCT) L DR position for the time period from June 08, 2013, 1345 UTC, to June 08, 2013, 1404 UTC.


### Agencies Making Transmissions

C340, N217JP  
Miami ATCT, Fort Lauderdale North  
Departure (L)

### Abbreviations

N217JP  
L

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N217JP.

  
Jesse Fisher  
Staff Support Specialist  
Miami ATCT

1345  
(1346-1349)

1350  
1350:14 N217JP miami departure november two one seven juliett papa

1350:17 L november two one seven juliett papa miami departure  
climb and maintain eight thousand

1350:19 N217JP uh roger we'll do so in just a moment let me get clear  
of this cloud i've got some instrument problems here

1350:27 L okay november seven juliett papa you need to stay at two  
thousand for now

ZMA-ARTCC-0341  
N217JP

Page 2 of 2

...

1350:30      N217JP      just for about three more minutes yeah

1350:32      L            november seven juliett papa roger let me know as soon as  
you can please

1350:35      N217JP      wilco  
1351

1351:08      N217JP      (unintelligible) seven juliett papa starting a climb to  
eight thousand two seven zero degrees

1351:12      L            november seven juliett papa roger maintain eight  
thousand

1352  
1353  
1353:46      L            i'm sorry november seven juliett papa turn right heading  
three five zero

1353:48      N217JP      three five zero degrees juliett papa

1354  
1355  
1355:54      L            november seven juliett papa climb and maintain one one  
thousand

1355:56      N217JP      one one thousand juliett papa

1356  
1357  
1358  
1358:07      L            november seven juliett papa contact miami center one  
three five point one seven

1358:11      N217JP      thirty five seventeen

1359  
(1400-1403)  
1404

End of Transcript



# Federal Aviation Administration

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## Memorandum

Date: August 19, 2013  
To: Aircraft Accident File ZMA-ARTCC-0341  
From: Miami Air Route Traffic Control Center  
Subject: **INFORMATION:** Partial Transcript  
Aircraft Accident, N217JP  
Boynton Beach, FL, June 08, 2013

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This transcription covers the Miami Air Route Traffic Control Center (ARTCC) 46 R position for the time period from June 08, 2013, 1349 UTC, to June 08, 2013, 1607 UTC.

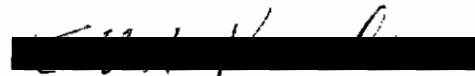
### Agencies Making Transmissions

Miami ARTCC, Labelle High Radar  
Miami ARTCC, Aluto Radar  
C500, Pilot  
C340, Pilot  
PamI Beach ATCT, ARF  
Palm Beach ATCT, ARF  
Palm Beach ATCT, ARF  
Miami ARTCC, Bairn/Stoop Radar  
Miami ATCT, Fort Lauderdale North  
Departure

### Abbreviations

R47  
R46  
N353PJ  
N217JP  
LAMOR  
PBI  
DOUGS  
R22/23  
MIAL

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N217JP.

  
Todd A. Kravchuk  
Quality Control Specialist  
Miami ARTCC

1349  
(1350-1353)  
1354

1354:22 R47 all right i'm ready now

1354:25 R46 all right you ready for this

1354:26 R46 go

1354:27 R46 uh on your board you got uh hedly and arkes stratified  
you're gonna be stratified at winco thndr before to long  
for

1354:32 R47 right

1354:33 R46 that moving to the west or expanding out to the west

1354:35 R47 same altitude

1354:37 R46 here we go traffic uh nine hundred november delta has  
not come over yet jump one is uh on the ground delta  
golf is on you direct sebring chronos is uh talking to  
twenty four their control charlie golf new business  
juliett papa new business and uh

1354:53 R47 (unintelligible)

1354:54 N353PJ november three five three papa juliett with you leveling  
one one thousand i'm deviating west for weather

1354:57 R46 and freqs and airspace is yours

1354:59 R47 freqs and airspace (unintelligible)

1355  
(1356-1357)  
1358

1358:22 N217JP miami center uh two one seven juliett papa is with you  
out of uh eight six point eight for one one thousand

1358:28 R46 november two one seven juliett papa miami center uh  
roger palm beach altimeter three zero zero seven i'm  
showing uh moderate heavy precipitation along your route  
of flight here for the next one zero miles you can  
deviate right or left when able direct bairn

1358:43 N217JP understand bairn direct when able

1359

1359:31 R46 palm beach lamor forty two line

1359:35 LAMOR lamor

1359:36 R46 ya you uh watching code uh three three two four

1359:37 LAMOR yup (unintelligible)

1359:38 R46 he's deviating to the east a little bit now

1359:41 LAMOR okay that's fine

1359:42 R46 and then uh bairn when able

1359:43 LAMOR still climbing to one one thousand correct

1359:44 R46 yes

1359:45 LAMOR okay thank you (unintelligible)

1359:46 R46 (unintelligible)

1359:48 R46 november seven juliett papa climb and maintain one three thousand

1359:52 N217JP one three thousand juliett papa  
1400  
1401

1401:33 R46 november two one seven juliett papa climb and maintain one five thousand final

1401:44 R46 november two one seven juliett papa uh climb and maintain one five thousand

1401:54 R46 november two one seven juliett papa miami

1402:00 N217JP uh roger talking to you in uh trying to stay v f r (unintelligible) instrument failure here

1402:06 R46 november seven juliett papa i i'm showing you turning east that looks like a really bad idea if you can (unintelligible) if you can turn back to the west to get out of this stuff a lot quicker going to the west

1402:32 PBI tbird palm beach forty five

1402:34 R46 tbird

1402:35 PBI that guy i took the point out i (unintelligible) i dont even see his code he coasting

1402:39 R46 yeah uh i'm uh trying to talk to him now thanks s m

1402:42 PBI uh well what is he level at right now

1402:43 R46 november two one seven juliett papa miami

1402:58 R46 november two one seven juliett papa i can no longer see your uh if you can hear miami center ident

1403  
(1404-1406)  
1407  
1407:23 R46 november two one seven juliett papa if you can hear miami center ident

1407:30 R46 november two one seven juliett papa november two one seven juliett papa on guard uh either ident or contact miami center on one three five point one seven

1408  
(1409-1416)  
1417  
1417:05 R46 all righty i have read and understand the status information board okay we are no longer stratified cause their taking them out winco thndr so uh for the miami approach we're shut down (unintelligible) i'm not sure we haven't talked about what's going on palm beach approach they haven't had any departures in a while kay uh this weathers real and it it's not moving west it's expanding west so uh (unintelligible) it should be out here probably half an hour uh this one disappeared somewhere in here they're looking for him now uh here's your ebus and your emas uh much earlier there was um icing in the uh twenty four twenty five thousand uh range um the rides have been fine what guys at seven where (unintelligible) the v f r that that's some guy who just came up but much later than this than this one um yeah this this guy would have would have been well outta our airspace at this point um the rides have been mostly smooth uh going through here just avoiding the weather and they got them routed around there now all right that is all got it

1418  
(1419-1424)  
1425  
1425:29 R46 palm beach dougs forty two line

1425:33 DOUGS dougs

1425:34 R46 hey uh that skylane two nine one juliett delta

1425:37 DOUGS yes

1425:37 R46 if you're talking to him

1425:38 DOUGS yes i

1425:38 R46 see if he's picking up an e l t

1425:40 DOUGS he is (unintelligible) i just um trying to get him to see if he can see anything down there (unintelligible) e l t (unintelligible) ground but the visibility is restricted i'm trying to get him as close as i can to see if he can see anything

1425:51 R46 oh okay but he is picking up an e l t

1425:53 DOUGS he is picking up an e l t affirmative

1425:54 R46 all righty thanks