



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

REPORT DATE

October 11, 2011

REPORT NO.

DCA-FCFSS-0066

NAME OF REPORTING FACILITY

Miami FCFSS (MIA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 03, 2011

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

October 02, 2011

2053 The pilot of N115CL called the Miami FCFSS Preflight (WS018) position by telephone and obtained a preflight weather briefing for a VFR flight from the Grand Strand airport, North Myrtle Beach, SC, via the Danville Regional airport, Danville, VA, to the Butler County airport/K W Scholter Field, Butler, PA.

No More Follows



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

REPORT DATE

October 14, 2011

REPORT NO.

DCA-FCFSS-0066

NAME OF REPORTING FACILITY

Washington FCFSS (DCA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 03, 2011

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

0016 The pilot of N115CL called the Washington FCFSS by radio over the Washington Flight Watch (WS091) position, 25 miles north of Danville, VA, and obtained an abbreviated weather briefing for a VFR flight en route to Johnstown, PA.

---

No More Follows



# Memorandum

DATE: October 31, 2011

TO: Aircraft Accident File DCA-FCFSS-0066

FROM: Washington Contracted Flight Service Station

SUBJECT: INFORMATION: Partial Transcript  
 Aircraft Accident, N115CL  
 Peru, WV, October 03, 2011

This transcription covers the Washington Contracted Flight Service Station (FCFSS) WS091 FW position for the time period from October 03, 2011, 0016:45 UTC, to October 03, 2011, 0022:09 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
P32R, N115CL	N115CL
Washington, FCFSS, WS091	WS091

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N115CL.

Mark Rempfer  
 Quality Assurance Engineer  
 Washington FCFSS

- 0016:45      N115CL      \*(an) flight services one one five charlie lima
  
- 0016:53      WS091      november one one five charlie lima this the uh  
 washington flight watch can we help you
  
- 0016:59      N115CL      uh we're at uh seven thousand five hundred feet about  
 twenty five miles north of danville uh we have a direct  
 flight to uh juliett sierra tango wondered if uh the i f  
 r conditions were still just a little bit west of where  
 we're headed
  
- 0017:19      WS091      november one one five charlie lima roger standby an let  
 me take a look for \*(that) route of flight an you are on  
 a v f r flight plan

0017:25 N115CL \*(uh) we are v f r without a flight plan we're on flight following

0017:30 WS091 november one one five charlie lima roger standby one  
0018

0018:28 WS091 an november one one five charlie lima currently we do have a airmet \*(uh it) still exists which is calling for i f r condition once into the uh let me take i give ya exact point uh standby a second

0018:43 N115CL one one five charlie lima's standin by  
0019

0019:03 WS091 \*(an) november one one five charlie lima the once ya to the north of elkin area an the \*(grant) county then you be going directly (unintelligible) \*(into) the i f r uh area which is uh calling for ceiling below one thousand with \*(visibility) below three due to \*(precipitation) mist this airmet is still \*(valid) until zero three zero zero zulu with outlook \*(valid until) zero niner zero zero recommended in addition to that we also have a airmet uh \*(sierra) in effect calling for mountain obscuration mountain will be obscured by cloud \*(precipitation) mist an uh that airmet is gonna be uh just \*(uh) you almost \*(uh just) barely to the south of that airmet right now this airmet is also \*(valid) until zero three zero zero zulu with outlook \*(valid) until zero niner zero zero zulu in addition \*(to) that there's uh a additional airmet which is calling (unintelligible) zulu calling for moderate icing between freezing (unintelligible) level to one six thousand and the freezin levels are ranging between four to seven thousand for the entire route of flight (unintelligible) this one is valid until zero three zero zero zulu with outlook valid until zero niner zero zero zulu so this will be also main factor for that route of flight otherwise uh based on the uh (unintelligible) weather radar i'm not picking up any major activity \*(at) this time also the \*(precipitation) echoes are still to the uh west of elkin area an west of morgantown once ya to the uh north of uh morgantown an cumberland area then there will be still light \*(precipitation) (unintelligible) \*(over) to your \*(destination) jonestown (unintelligible) currently en route uh most stations are still average ceiling you be still expecting in between uh three thousand to four thousand overcast an the visibilities still uh greater than six except in the garratt county area \*(an) to the cumberland area the visibilities are less than a mile due to fog an ceiling is uh (unintelligible) two hundred overcast so you will be entering the i f r condition to the north of elkin area (unintelligible) how copy so far

0020:56 N115CL yeah \*(just) just north of the elkin area we will be i f  
r (unintelligible) \*(uh) i don't want to file an i f r  
plan \*(en route) so uh would you take a look an see if  
we could perhaps uh deviate further to the west uh \*(k)  
uh \*(j b d)

0021:15 WS091 november one one five charlie lima this uh well if you  
deviate further \*(to) the west still the airmet is still  
gonna be a factor (unintelligible) an \*(if) your current  
position if you deviate to the west of uh parkersburg  
area an west of uh zanesville area that's where the  
borderline is (unintelligible) of the airmet so either  
way you go to the east or west up there the airmet for i  
f r still gonna be a factor over

0021:38 N115CL one five charlie lima thank you very much

0021:42 WS091 an november one one five charlie lima do ya \*(wanna me)  
look \*(anything) body close to ya since you if you wanna  
consider landing close to roanoke or lynchburg area

0021:54 N115CL do believe we're gonna look at lynchburg uh i'll get  
back to ya here in just a little bit uh i have to get  
back on uh flight following here right now

0022:02 WS091 november one one five charlie lima roger you have a good  
day an current altimeter for \*(your) current location is  
uh three zero zero one

0022:09 N115CL three zero zero one thanks very much

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.