



Federal Aviation Administration

Memorandum

Date: March 15, 2012

To: Aircraft Accident File ZME-ARTCC-0253

From: Memphis Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N3688W
Amory, MS, February 14, 2012

This transcription covers the Memphis Air Route Traffic Control Center (ARTCC) R12 R position for the time period from February 14, 2012, 1159 UTC, to February 14, 2012, 1311 UTC.

Agencies Making Transmissions

PA32, N3688W
Memphis, ARTCC, Columbus Low
Columbus, AFB, Approach Control
Tupelo, FCT, Local Control

Abbreviations

N3688W
R12
CBM
TUP

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N3688W.

A handwritten signature in black ink, which appears to read "Sheila A. Walker", is written over a solid black rectangular redaction box.

Sheila A. Walker
Support Specialist
Memphis ARTCC

1159
(1200-1203)
1204

1204:59 N3688W good morning memphis november three six eight eight
 whiskey level four thousand direct olive branch

1205:06 R12 november three six eight eight whiskey memphis center
 the golden triangle altimeter two niner niner seven

1205:11 N3688W two nine niner seven eight eight whiskey
1206

1207
1207:40 R12 this is hamilton and uh columbus low

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1207:43 CBM alright go ahead sir

1207:44 R12 yep got um let's see a couple here let me try to get one
to flash---eight uh eight eight whiskey (unintelligible)

1207:56 CBM roger radar contact

1207:57 R12 watch uh to the west of him bout one zero miles code of
one six zero six leave your air

1208:02 CBM point out approved

1208:03 R12 airspace and to the west of him bout one five miles got
uh code one six three zero is acey (unintelligible)

1208:13 CBM acey fifty one eighty seven point out approved

1208:14 R12 alright and got nothing else golden triangle south

1208:17 CBM alright thank you

1208:18 R12 alright (unintelligible)

1208:58 R12 november three six eight eight whiskey showing you five
hundred feet low the golden triangle altimeter two niner
niner seven

1209:05 N3688W two nine niner seven eight whiskey

1209:12 R12 november three six eight eight whiskey contact columbus
approach one three five point six

1209:18 N3688W three five point six eight eight whiskey
1210
(1211-1244)
1245

1245:38 CBM columbus low columbus north one hundred line manual hand
off

1245:45 R12 columbus low

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1245:47 CBM uh twenty five miles southeast tupelo code one zero zero
two november three six eight eight whiskey lands tupelo
three thousand---unable to flash

1245:55 R12 november three six eight eight whiskey's radar contact

1245:58 CBM thank you c w
1246
1247

1247:17 N3688W and memphis november three november three six eight
eight whiskey uh three thousand direct tupelo

1247:22 R12 november three six eight eight whiskey memphis center do
you have the tupelo weather and what type of approach
would you like

1247:30 N3688W the i l s three six (unintelligible)

1247:37 R12 well the wind's out of the south at seven knots you sure
you want the i l s---i mean that's fine i'll work it out
for you if it's what you want

1247:52 N3688W yeah i'll do the one eight

1248:00 R12 alright which approach to one eight would you like

1248:08 N3688W the i l s to one eight

1248:10 R12 there isn't an i l s to one eight

1248:15 R12 and i show your mode c to be five hundred feet low

1248:19 N3688W okay climbing back um we'll stick with i l s three six

1248:22 R12 alright---maintain three thousand and turn fifteen
degrees left initial vector for the i l s

1248:29 N3688W three thousand fifteen left vector i l s

1248:54 R12 november three six eight whiskey i'm showing the tupelo
altimeter to be two niner niner five

1249:00 N3688W two niner niner five eight eight whiskey
1250

1250:01 R12 november three six eight eight whiskey i'm still showing
you six hundred feet low i can't vector you for an i l s
if you don't climb up to three thousand

1250:10 N3688W up three thousand eight eight whiskey

1250:11 R12 okay now i'm showing you at two thousand feet and you're
below my um minimum safe altitude climb immediately
maintain three thousand

1250:19 N3688W climbing three thousand eight eight whiskey

1250:26 R12 november three six eight eight whiskey uh say heading

1250:33 N3688W zero three zero

1250:35 R12 all right november three six eight eight whiskey
maintain three thousand reaching three thousand fly
heading two seven zero

1250:42 N3688W three thousand two seven zero eight eight whiskey

1250:43 R12 hey ya'll watch this guy this eight eight whiskey he's
all over the place

1250:47 CBM yeah we see him no worry

1250:48 R12 he doesn't know what he's doing

1250:50 CBM okay alright c w
1251

1251:57 R12 alright november three six eight eight whiskey i show
you climbing now you're almost level three thousand and
uh maintain that three thousand altitude and tell me
your heading please

1252:12 N3688W okay climbing three thousand and one eight zero turning
to two seven zero at three thousand

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1252:16	R12	okay very good you're in a right turn correct
1252:19	N3688W	affirm
1252:20	R12	alright very good
1252:46	TUP	tupelo
1252:47	R12	is there any chance i got this three six eight eight whiskey might be able to make a visual is there any chance at all
1252:53	TUP	not with an overcast of five hundred
1252:55	R12	alright alright
1252:56	TUP	probably probably be best bet to bring him in on the i l s to three six
1252:59	R12	yeah well that's what i'm gonna try you got your bright turned on
1253:02	TUP	yeah
1253:03	R12	do you see him coming at you down there southeast
1253:05	TUP	bout uh twenty two to the southeast
1253:07	R12	yeah uh when i when i do get him switched over to ya watch him real close he's been can't hold his altitude and turns a hundred and eight degrees off his headings and best just be real careful with this guy okay
1253:21	TUP	will do
1253:22	R12	rog
1253:40	N3688W	and center eight eight whiskey
1253:42	R12	eight eight whiskey you heading two seventy now

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1253:45 N3688W two seven zero uh getting low on fuel need to go direct
(unintelligible) possible

1253:50 R12 well i'm i'm gonna do my best that i can but you can't
be turning of course now fly heading two eight zero and
maintain that three thousand feet you're dropping down
again maintain three thousand

1254:01 N3688W three thousand two eight zero
1255

1255:49 N3688W and center eight eight whiskey uh two eight zero three
thousand

1255:53 R12 november eight eight whiskey very good just continue on
that two eighty heading and maintain that three thousand
i'll get you turned in to the localizer here as soon as
you get close to it

1256:03 N3688W okay thank you very much just trying to work on the fuel
up here

1256:05 R12 i'm doing the best i can

1256:08 N3688W thank you very much

1256:16 R12 and just to make sure you have everything dialed up
properly do you have the uh i l s and the localizer
dialed in already

1256:22 N3688W affirm eight eight whiskey

1256:24 R12 alright very good

1256:28 R12 and now when i go to switch you to tower the tower
frequency if you might wanna write this down ahead of
time is one one eight point seven seven so when i switch
you to tower that'll be your tower frequency eighteen
seventy seven

1256:41 N3688W and one one eight point seven seven eight eight whiskey
1257

1257:52 CBM columbus low columbus north twenty seven line

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1257:55 R12 columbus

1257:56 CBM you guys still talking to uh eight eight whiskey

1257:57 R12 oh yeah

1257:58 CBM yeah alright thanks c w

1258:00 R12 thanks

1258:10 R12 hey columbus uh north eighty seven

1258:12 CBM go ahead

1258:15 R12 i'm about to lose eight eight whiskey can you tell me what his altitude looks like to you

1258:19 CBM we're showing one thousand six hundred

1258:20 R12 shit

1258:21 CBM one thousand four hundred

1258:22 R12 november three six eight eight whiskey say your altitude

1258:25 N3688W fourteen hundred i'm having fuel problems

1258:28 R12 okay you're losing your have you lost your uh engine

1258:33 N3688W i've lost my engine

1258:34 R12 alright let me help you here

1258:41 R12 alright southeast of the airport there there are several fields that are wide open i know they're buffalo fields there is a road to the southeast of tupelo if you can see any of that let me know um the airport which um is gonna be too far away for you to make it so just look look right around you there a lot of lot of pastures out there that you might be able to put it down in do you

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see anything

1259:10 N3688W see something straight ahead

1259:13 R12 alright you just you just continue on make um we will
get somebody out there for you um maintain this
frequency as long as you can all around you there are a
bunch of pastures so you should be in good shape the the
fielding is between you and the airport uh you probably
see the lights of the city do you

1259:22 CBM columbus low columbus north twenty seven line

1259:45 CBM columbus low uh columbus north twenty seven line

1259:48 R12 columbus

1259:49 CBM you still got that uh eight eight whiskey

1259:50 R12 no he lost his engine he's going down

1259:52 CBM did he alright s k
1300

1300:28 TUP tupelo

1300:29 R12 yeah that three six eight eight whiskey uh ran out of
gas and he's gone down in a field out there somewhere
you've lost radar on him too haven't ya

1300:36 TUP yes i did i was just trying to find him

1300:39 R12 yeah um alright well we'll let you know what happens

1300:43 TUP charlie tango
1301

1301:46 CBM columbus low columbus north twenty seven line

1301:49 R12 columbus

1301:50 CBM yeah the uh last coordinates we had eight eight whiskey

at

1301:53 R12 yeah

1301:54 CBM was uh thirty four

1301:55 R12 hold on let me write it down

1301:56 CBM okay

1301:57 R12 alright

1301:58 CBM it's thirty four two point nine seven

1302:04 R12 uh that's not right thirty four two

1302:05 CBM thirty four zero two

1302:07 R12 zero two

1302:08 CBM point nine seven

1302:08 R12 alright

1302:10 CBM eight eight three zero point nine eight

1302:15 R12 alright

1302:16 CBM s k

1302:17 R12 and it look like he was pretty low down last time you saw him there

1302:19 CBM yeah we we saw him uh drop through sixteen hundred that's the last altitude we had him at

1302:24 R12 alright

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1302:25	CBM	okay
1302:26	R12	okay thanks
1302:26	CBM	yep
1302:27	R12	bye
1302:48	R12	alright lookie here ya'll columbus is opening and you're south everywhere it's i f r at (unintelligible) you're talking to nine four xray and this guy just crashed in a field um i hope it's in a field so anyway that's all i got for ya check your weather altimeters are good and uh like i said it's i f r questions
1303:12	R12	no
1303:13	R12	alright
1304		
1305		
1305:37	CBM	columbus low columbus north twenty seven line
1305:46	R12	who ya calling
1305:47	CBM	yeah uh we got a t six about uh twenty five south of tupelo we're gonna have him try to overfly the area see if he can see him
1305:54	R12	roger
1305:55	CBM	s k
1306		
(1307-1310)		
1311		

End of Transcript