

Memorandum

DATE: January 27, 2009
 TO: Aircraft Accident File RDU-FCF/AFSS-0024
 FROM: Raleigh Automated Flight Service Station
 SUBJECT: INFORMATION: Partial Transcript
 Aircraft Accident, N9299N
 Uniontown, OH, December 19, 2008

This transcription covers the Raleigh Automated Flight Service Station (FCF/AFSS) WS006 PF position for the time period from December 19, 2008, 1927:27 UTC, to December 19, 2008, 1946:16 UTC.

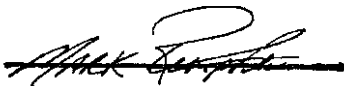
Agencies Making Transmissions

Abbreviations

Raleigh FCF/AFSS, WS006
 Piper (P32R), N9299N

WS006
 N9299N

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N9299N.



Mark Rempfer
 Lockheed Martin Quality Assurance
 Program Management Office

1927:27	WS006	lockheed martin flight service
1927:28	N9299N	hey good afternoon *(it's) mike connell private pilot flying i f r in november nine two nine nine november um i'm in college park uh charlie golf sierra now you guys gotta profile for me
1927:42	WS006	i see it
1927:43	N9299N	trying to figure out uh uh if an when i can get back to charlie alfa kilo uh i'm i'm looking at the possibility of if i if i did a twenty z departure uh at six thousand feet basically uh took uh victor two fourteen i i'd hit two sixty five uh an then follow victor two fourteen to bellaire alfa india romeo then direct uh wanted to see what what you guys

1928:14 WS006 okay

1928:15 N9299N were showin there uh i'm trying *(to) basically
temperature wise um i should be low enough that i'm out
of freezing rain *(or) i'm i'm i should be above
freezing (unintelligible) the question is is what's
above me and uh whether that would be put me into
charlie alfa kilo before their weather goes from bad to
worse

1928:36 WS006 okay sure well (unintelligible) would you like a
standard briefing an just cover everything or you *(need
to just to) kind a hit the high lights or

1928:42 N9299N (unintelligible) uh let's i don't want to waste your
time uh let's figure out if this sounds like a suicide
mission or not an then we'll go from there

1928:50 WS006 okay well i'll hit the high lights if there's somethin
else you want you just let me know but let me just
*(mention)

1928:54 N9299N okay

1928:55 WS006 that um i f r would be the way to go uh

1928:58 N9299N *(oh) absolutely

1928:58 WS006 right ya got the i f r airmet sierras *(for) general
conditions i f r as well as mountain obscuration uh let
me just mention also that you do have a turbulence
advisory which (unintelligible)

1929:07 N9299N yeah

1929:08 WS006 *(um) yeah you (unintelligible) aware of that one
moderate turbulence below twelve thousand an then of
course you do have the airmet zulu for icing which
across your route it says moderate ice freezin level to
twenty thousand the freezin level startin out is
actually uh i'm gonna guesstimate an say between seven
*(an) eight thousand now

1929:24 N9299N yeah

1929:24 WS006 as you go out to the uh northwest kind a it actually increases an then decreases again um let's see here uh looks like uh at your final destination the freezin level's close to four to five (unintelligible) *(somewhere around) i'm *(gonna) say close to five thousand maybe just a hair under or a little bit above but five thousand's real close to it that's as of right now *(but)

1929:49 N9299N yeah

1929:50 WS006 now lookin at the winter radar right now you've got some um some rain uh

1929:56 N9299N uh huh

1929:57 WS006 the freezin precip as far as the mixture seems to be up more toward to the north an central um pennsylvania i'm just showin

1930:03 N9299N *(uh huh)

1930:03 WS006 rain on my radar i'm not actually showin any frozen precip or mixed at this time now um

1930:09 N9299N now does that show you what's hitting the ground

1930:12 WS006 uh this this is actually what no *(this) is actually just on the radar so it could or could not be hittin the ground what i'm showin (unintelligible)

1930:19 N9299N *(okay)

1930:19 WS006 now i got my metars what's showin what's hittin the surface now i

1930:22 N9299N (unintelligible)

1930:22 WS006 *(did) i did have on a metar that showed some unknown precip andrews said some unknown precip on their an that's a automated report usually when

1930:30 N9299N (unintelligible)

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1930:30 WS006 it says

1930:31 N9299N (unintelligible)

1930:31 WS006 unknown

1930:31 N9299N *(it's way) too warm

1930:32 WS006 yeah (unintelligible)

1930:32 N9299N it's *(way) too warm at andrews

1930:33 WS006 yeah so i would

1930:34 N9299N (unintelligible)

1930:34 WS006 an but know what i'm sayin normally when you read when it says unknown usually

1930:38 N9299N uh huh

1930:38 WS006 *(the) computer thinks that it's that's some type of frozen precip mixed or or or snow or somethin that's usually what it says for unknown but i don't think that's the case like you said today cuz of the temperature so

1930:50 N9299N (unintelligible)

1930:51 WS006 you know but i'm sayin generally when you see it on a automated report when it says unknown as a general rule that (unintelligible) that means it very well could be frozen precip but i don't think that's the case and again i'm just showin rain i do see wide spread i f r pretty much the *(weather)

1931:04 N9299N *(yeah)

1931:04 WS006 the weather depiction model shows i f r an then you got some marginal conditions across that route uh but *(definitely)

1931:11 N9299N *(yeah)

1931:11 WS006 got some wide i f r wide spread i f r startin out now

1931:14 N9299N yeah

1931:14 WS006 pilot reports in the system at dulles we do have an aircraft uh that was a boeing aircraft just said ceilings were five hundred overcast at nineteen o two um i *(did) (unintelligible)

1931:23 N9299N (unintelligible) i'm sorry say that again

1931:25 WS006 okay that was just a aircraft in the vicinity of dulles a boeing aircraft just said the ceilings were five hundred *(that)

1931:30 N9299N okay

1931:30 WS006 that's all he had to say i had another

1931:32 N9299N (unintelligible)

1931:32 WS006 aircraft that was five miles south of armel at um an this was at nineteen o eight a hawker jet said the overcast tops were at thirty eight hundred *(did)

1931:42 N9299N really

1931:43 WS006 yes sir *(didn't) mention of anything above it just said tops were at thirty eight

1931:47 N9299N okay

1931:47 WS006 alright now over kessel e s l *(at)

1931:50 N9299N yeah

1931:50 WS006 at six thousand feet at eighteen twenty two a b e fifty eight reported moderate to severe turbulence

1931:58 N9299N okay

1931:59 WS006 okay again that *(was)

1931:59 N9299N at what altitude

1932:00 WS006 six (unintelligible)

1932:00 N9299N six thousand

1932:01 WS006 six thousand that's correct

1932:02 N9299N okay

1932:03 WS006 alright uh twenty miles east of morgantown m g w at nineteen ten correction sorry that's high altitude uh moderate moderate mixed icing but that was in *(the) that was low flight level i'm sorry uh over morgantown m g w at ten thousand

1932:19 N9299N yeah

1932:19 WS006 an a three nineteen at nineteen twenty reported severe turbulence so a little bit above ya but still not to far uh

1932:27 N9299N *(an) they they had some uh hopefully they just had the uh yellow move through there so through *(morgantown)

1932:33 WS006 right i i do show where there's some um light to maybe even a little bit of heavy precip lookin on the radar mostly mostly light to moderate but uh but right now um lookin at the actual forecast for ya now if you look at the area forecast for your departure region

1932:50 N9299N yeah

1932:50 WS006 the area forecast actually states for northern virginia d c area um they were actually callin for ceilings to be the thousand tops at eighteen thousand an they said three to five miles with mist isolated light rain showers now western maryland um as well as um yeah western maryland *(actually) callin for tops layered to

thirty thousand uh clippin uh west virginia uh the northwest section said tops at six thousand the south an east i don't how like how they depict that the southeast they said tops to thirty thousand um the southwestern pennsylvania was callin for tops to be around eighteen thousand by twenty one z decreasing with tops only at six thousand

1933:36 N9299N okay

1933:37 WS006 an then ohio they say for the eastern part of the state it's the southeast they said tops at six thousand overcast two thousand they did mention for ohio widely scattered light rain showers an they did mention isolated thunderstorms now i don't see anything of such right now on radar

1933:58 N9299N (unintelligible)

1933:58 WS006 more towards the northeast uh they were callin for ceilings two thousand overcast tops at six thousand three to five miles light rain with some light freezin rain an mist an now isolated thunderstorms now so (unintelligible)

1934:11 N9299N an where was that

1934:12 WS006 that was northeastern area forecast for ohio

1934:16 N9299N *(alright)

1934:16 WS006 *(okay) now let me just give ya a couple of terminals for comparison

1934:19 N9299N *(go ahead)

1934:19 WS006 now out of um departure region let me just give ya baltimore uh they're callin for low i f r rest *(of) the day baltimore says actually one mile mist ceiling a hundred overcast till twenty two z occasionally light rain but definitely (unintelligible) you know widespread i f r startin out

1934:35 N9299N *(yeah)

1934:36 WS006 and it's pretty much runnin stations very similar uh
*(martinsburg) was forecasting three miles mist
occasional light rain an ceilings prevailin around five
hundred overcast uh

1934:46 N9299N yeah

1934:47 WS006 morgantown wheeling forecasted some occasional i f r or
patchy at times now

1934:52 N9299N yeah

1934:52 WS006 as far as akron goes *(uh)

1934:54 N9299N •(yeah)

1934:55 WS006 they're forecasting uh now through twenty two z

1935:00 N9299N yeah

1935:00 WS006 winds one six zero at ten one mile light rain ceilin
four hundred overcast occasionally four miles light rain
ceilin eight hundred overcast

1935:07 N9299N •(okay)

1935:08 WS006 um so again uh they're uh (unintelligible)

1935:15 N9299N *(yes)

1935:15 WS006 lookin and then see they're much better than that right
now (unintelligible) right now there's a special
nineteen fourteen winds were

1935:21 N9299N (unintelligible)

1935:21 WS006 *(gustin) at twenty three but ten miles six hundred
scattered ceilin twelve hundred overcast now it's a
little bit better *(then) forecasted however at twenty
two z

1935:29 N9299N yeah

1935:29 WS006 winds zero one zero at ten five miles light rain mist
ceilin eight hundred overcast now at twenty three z so
that's basically about a hour after you *(get) an how
long did you say it was gonna take to get there

1935:42 N9299N probably gonna take me about two hours twenty minutes
with the head wind

1935:44 WS006 (unintelligible) two twenty yeah i was thinkin about two
*(so it's) about two twenty gotcha so you lookin at um
like twenty three z

1935:51 N9299N yeah

1935:51 WS006 uh they're actually callin for winds zero one zero at
twelve four miles light freezin drizzle and snow

1935:58 N9299N yeah

1935:59 WS006 and mist ceilin seven hundred overcast so by twenty
three z you have that mixed precip or frozen precip
hittin the surface so a lot of times it could be mixed
so you

1936:10 N9299N *(alright)

1936:10 WS006 um

1936:10 N9299N could you give me the forecast for twenty two z at
(unintelligible) at destination again

1936:14 WS006 yeah um now from this is now prior to twenty two

1936:18 N9299N yeah

1936:18 WS006 one mile light rain ceilin four hundred overcast
occasionally four miles light rain ceilin

1936:23 N9299N (unintelligible)

1936:23 WS006 eight hundred overcast

1936:24 N9299N could you start that section (unintelligible)

1936:25 WS006 i'm sorry yeah um this is now through twenty two hundred

1936:29 N9299N yeah

1936:30 WS006 winds one six zero at ten

1936:32 N9299N *(uh huh)

1936:33 WS006 one mile light rain ceilin four hundred overcast with temporary or occasionally till twenty two you could see a little better four miles light rain ceilin eight hundred overcast

1936:46 N9299N (unintelligible)

1936:46 WS006 but again your prevailin is one mile ceilin of four hundred overcast and light rain now

1936:50 N9299N •(okay)

1936:50 WS006 between twenty two to twenty three z

1936:54 N9299N yeah

1936:54 WS006 winds zero one zero at ten five miles light rain an mist
ceilin eight hundred overcast

1937

1937:02 N9299N okay

1937:02 WS006 and again twenty three z is when they're callin for that freezin light freezin drizzle an moderate snow perhaps and mist (unintelligible)

1937:08 N9299N yeah

1937:09 WS006 seven hundred

1937:10 N9299N well if i can't get there by (unintelligible) by twenty three z it's game over so

1937:13 WS006 right so yeah i would definitely shoot to get there at twenty three course that's *(what) they're sayin and that was the latest terminal now um

1937:19 N9299N yeah

1937:19 WS006 so there's that's the latest and greatest unless they amend it but that's what they're sayin now uh lookin at the radar

1937:25 N9299N right

1937:26 WS006 the winter radar right now i don't show

1937:28 N9299N yeah

1937:28 WS006 any mixed or frozen precip snow in that area now now uh to just give you an idea on those winds aloft uh

1937:36 N9299N *(uh huh)

1937:37 WS006 they're actually they're real variable uh

1937:39 N9299N okay

1937:39 WS006 westminster says till twenty one z three thousand one seven zero at twenty nine at six thousand it jumps to two three zero at sixty three

1937:49 N9299N can you give me the temps with those (unintelligible)

1937:50 WS006 *(sure) plus and three thousand you know it doesn't give it to us but at six thousand it's plus six now

1937:57 N9299N really okay

1937:58 WS006 yeah sure and again lookin at my uh my chart here that provides for me i'm *(showin the)

1938:03 N9299N *(yeah)

1938:03 WS006 freezin levels close to about eight to nine thousand on your departure area

1938:08 N9299N *(okay)

1938:08 WS006 okay

1938:08 N9299N alright

1938:09 WS006 *(alright) now according to um philipsburg which is i know a little bit just pretty much more *(due) north of ya but they start

1938:17 N9299N yeah

1938:17 WS006 at six thousand due to elevation similar to westminster two two zero *(at) two two zero at fifty seven plus four now according to elkin west virginia they start at six thousand as well due to elevation now and that's just a little south of your route as well

1938:33 N9299N right

1938:33 WS006 but at six thousand forecasting two five zero at seventy eight

1938:40 N9299N wow

1938:40 WS006 plus eight um

1938:43 N9299N okay

1938:43 WS006 according to allegheny

1938:46 N9299N yeah

1938:46 WS006 three thousand two four zero at fifty one six thousand is two six zero at seventy four plus six *(according) to columbus

1938:58 N9299N yeah

1938:59 WS006 again this is till twenty one i'm gonna give ya after
twenty two i'm i'm gonna give ya after twenty two as
well but twenty one three thousand two six zero at fifty
three six

1939:08 N9299N *(okay)

1939:08 WS006 thousand two six zero at fifty eight plus two now again
that was till twenty one z after twenty one z as a
comparison

1939:16 N9299N yeah

1939:17 WS006 um elkin actually says six thousand two seven zero at
fifty three but plus one philips

1939:23 N9299N yeah

1939:24 WS006 philipsburg is two seven zero at fifty six minus one
(unintelligible)

1939:28 N9299N *(alright)

1939:29 WS006 allegheny after twenty one z three thousand two eight
zero at forty two six thousands two seven zero at fifty
one temperature zero an then columbus three thousand two
nine

1939:43 N9299N (unintelligible)

1939:43 WS006 zero at twenty five so their speeds *(suppose) to drop
almost

1939:46 N9299N okay

1939:46 WS006 in half and six thousand uh much stronger two eight zero
at fifty three plus one just to let ya know cleveland
says six thousand minus three

1939:58 N9299N *(okay)

1939:59 WS006 an again i'm showin the freezin level on my contour now there at akron is close to about three to four thousand but it looks like that you know may drop a little bit as the day goes as the evening goes on because um let's see here that's um (unintelligible) my prog chart showin that there's a frontal system to the west as a cold front

1940:19 N9299N yeah

1940:19 WS006 right now they've got it in uh western indiana with a couple of low pressures my prog chart said that by zero zero z that low pressure's gonna be in western pennsylvania and cold fronts gonna already pass through so they call it *(the) quick moving cold front now

1940:35 N9299N (unintelligible)

1940:35 WS006 um you know i'm not sure if that's gonna you know that's what the latest and greatest as far as prog charts so um you know so *(those) temperatures definitely could decrease you know fairly quickly

1940:47 N9299N (unintelligible)

1940:48 WS006 um but um i did have as far as notams in akron right now they are actually showin some patchy thin water now on the airport

1940:56 N9299N *(okay)

1940:57 WS006 but um well that's all i've got for the the local airport there now but um you know (unintelligible) leavin here (unintelligible) if you left here fairly quickly you know it's um again i f r is the way to go but

1941:10 N9299N yeah

1941:10 WS006 you know definitely some some strong you know winds as you go as well

1941:15 N9299N yeah

1941:16 WS006 (unintelligible) but um if you do go again

1941:19 N9299N yeah

1941:19 WS006 *(i'd update) en route an appreciate a pilot report if you have time but flight watch flight service will be available but uh

1941:23 N9299N let's let's go ahead an let's go ahead an file

1941:25 WS006 *(okay) (unintelligible)

1941:25 N9299N cuz it's easier i'm either gonna go you know *(it it) it's either i'm gonna go now or i'm gonna go real early in the morning uh

1941:34 WS006 (unintelligible)

1941:34 N9299N so

1941:35 WS006 if i (unintelligible)

1941:35 N9299N (unintelligible) file

1941:36 WS006 *(an) an

1941:36 N9299N yeah

1941:36 WS006 i could just pull up the terminals in the morning if you want just to just to see em

1941:41 N9299N yeah let's let's do that it's

1941:42 WS006 okay

1941:42 N9299N it's worth the i probably wanna blast outta here about seven a m so

1941:46 WS006 well

1941:47 N9299N *(at)

1941:47 WS006 accordin to the baltimore terminal for example

1941:49 N9299N yeah

1941:50 WS006 visibilities unrestricted ceilings twenty five hundred
broken um now i don't

1941:54 N9299N *(okay)

1941:54 WS006 i *(don't) have a guess on the tops right now that

1941:57 N9299N yeah

1941:57 WS006 that won't come out until later this evening but uh
dulles ceilings twenty five hundred visibility
unrestricted uh

1942:03 N9299N okay

1942:03 WS006 morgantown visibilities unrestricted ceilings three
thousand overcast wheeling west virginia at three
thousand overcast and akron says till fourteen z
visibilities unrestricted ceilings eighteen hundred
overcast by fourteen z just twenty four hundred overcast
so um

1942:21 N9299N (unintelligible)

1942:21 WS006 an if you look at the temps the winds in the morning uh

1942:24 N9299N yeah

1942:25 WS006 i am showin right here um course the temperatures are
gonna be colder i've got

1942:30 N9299N *(okay)

1942:30 WS006 uh westminster three five zero at nineteen six thousand
three zero zero at twenty nine temperature zero

allegheny zero two zero at sixteen at three thousand six
thousands three zero zero at seventeen minus four
columbus three thousand zero five zero at sixteen six
thousand two niner zero at niner minus three

1942:50 N9299N *(okay)

1942:50 WS006 so you would have the icing potential as well you know i
was thinkin with this moisture again i don't have *(the)
guess on the tops but um you're um you be takin the
surface temperatures forecast in the mornin

1943:05 N9299N *(nah)

1943:05 WS006 (unintelligible)

1943:06 N9299N let's just go ahead an file

1943:07 WS006 okay sure we can do that---did ya need me to check
notams real quick

1943:14 N9299N yeah if you don't mind

1943:15 WS006 okay---alright and um you know i gotta ask *(if) you're
familiar with *(those) procedures out of the washington
adiz and freeze

1943:24 N9299N i am (unintelligible)

1943:25 WS006 (unintelligible)

1943:25 N9299N familiar with procedures and i am on the potomac list

1943:28 WS006 okay an we'll get that number from ya in just a second
when

1943:30 N9299N *(yeah)

1943:30 WS006 we file that flight plan great thank you

1943:32 N9299N alright

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...

1943:32 WS006 uh i am showin the airport beacon is out on departure an

1943:35 N9299N okay

1943:36 WS006 of course they do reference the t f rs on the washington
area um as far

1943:39 N9299N *(okay)

1943:39 WS006 as goin to akron again just patchy thin water is the
only notam they're mentionin at this time for you uh

1943:44 N9299N okay

1943:45 WS006 did you need any of the unlit towers or f d c notams

1943:48 N9299N uh no i've got those

1943:50 WS006 okay takin a quick scan across the route the i f r that
would keep you clear of any restricted military or
anything like that nature if anything is goin

1943:56 N9299N yeah

1943:56 WS006 on otherwise takin a quick glance are you gonna need any
surrounding nav aids that may be out

1944

1944:01 N9299N no i'm good on that

1944:02 WS006 okay wonderful as far as t f rs with the exception of
the standard washington area there's no other t f rs
along the route

1944:09 N9299N okay

1944:10 WS006 okay great let's see here alright as far as your flight
plan i do have your background information in front of
me um we'll

1944:16 N9299N *(okay)

1944:16 WS006 put ya outta college park um an shoot for twenty z

1944:20 N9299N yeah

1944:20 WS006 alright altitude you said six

1944:22 N9299N yes

1944:22 WS006 alright an give me that routin again

1944:24 N9299N uh i want uh vectors to victor two sixty five

1944:27 WS006 okay

1944:28 N9299N then uh victor two fourteen to bellaire alfa india romeo
then direct

1944:35 WS006 okay and uh you said about time en route's gonna be
*(approximately what do) you think with those wind

1944:40 N9299N *(uh) let's put two forty

1944:42 WS006 okay how much fuel

1944:44 N9299N four hours zero minutes

1944:46 WS006 how many people

1944:47 N9299N uh one soul today

1944:48 WS006 okay an your last name

1944:50 N9299N connell c o n n e l l

1944:52 WS006 okay an that number is

1944:54 N9299N ~~an~~

1944:55 WS006 uh i'm *(sorry)

1944:56 N9299N (unintelligible)

1944:56 WS006 i'm sorry i i got that i'm sorry it *(was) the uh pin number i'm sorry

1945:00 N9299N oh victor four one four

1945:02 WS006 *(okay) that's perfect an i an i do have your phone number that's great (unintelligible)

1945:06 N9299N okay

1945:06 WS006 (unintelligible) let me put my remarks for ya so that way they know i talked to ya---okay now let me see if it recognizes that (unintelligible) oh i thought i might need to put that in i'm gonna need a fix to pick up that victor two sixty five i know you want vectors but the computer's gonna wants me to put in a fix like an intersection

1945:26 N9299N (unintelligible)

1945:26 WS006 or somethin

1945:27 N9299N *(print) well why don't ya just why don't you do direct to wooly

1945:34 WS006 okay

1945:34 N9299N or we just leave the two sixty *(five) cuz they're gonna give me they're gonna give me vector to they're gonna me two sixty five anyway so just put in wooly w o o l y

1945:42 WS006 okay

1945:43 N9299N and then that puts me right on victor two six two fourteen so just do direct to wooly an then two fourteen to bellaire

1945:51 WS006 okay gotcha give it a shot (unintelligible)---alright an

it did like that so i've got *(c) g s wooly victor two
fourteen bellaire to c a k akron

1946:02 N9299N alright

1946:02 WS006 alright wonderful sir well your flight plan has been
filed um again update en route but um anythin else i can
get for ya today

1946:10 N9299N nah i think we're good

1946:11 WS006 alright great sir well hope you have a great trip if you
need anything else though give us a call

1946:14 N9299N thank you very much

1946:15 WS006 you're welcome sir

1946:16 N9299N alright bye

End of Transcript

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