

Summary of the Lockheed Martin Flight Service verbal weather briefing given to
the accident pilot for ERA12LA500

Pilot: Mentions he would like to file an IFR flight plan.

Briefer: Asks for various parts of the IFR flight plan that the pilot would like including route, altitude, time in route, etc...

Briefer: Asks if the pilot wants the adverse conditions.

Pilot: Says he is familiar with everything and that it looked okay around Jacksonville.

Briefer: Says he'll take a look at the weather.

Briefer: There is some weather you might be interested in, in central South Carolina and over on the Florida Panhandle with a couple different convective SIGMETs.

Briefer: Asks the pilot if he is familiar with the 2 convective SIGMETs that are currently out.

Pilot: Says he is familiar with the convective SIGMETs.

Briefer: Measures the convective line down in Florida and says the pilot should be able to beat that convective line as long as the thunderstorm line doesn't change characteristics.

Briefer: Says the convective line in South Carolina would be the line that could impact the pilot's route of flight.

Pilot: Says okay, they'll deal with that when they get there, if they have to stop or deviate around it.

Briefer: Says the convective line is only about 50 miles to west of the pilot's route of flight.

Briefer: Briefs the pilot on the current weather at the pilot's destination location.

Briefer: Asks the pilot if he wants any PIREPs.

Pilot: Says he is fine and got them online.

Briefer: Asks if there is anything else the pilot wants to look at.

Pilot: Says he is good.

Briefer: Says standard closing statement.

Pilot: Says goodbye.