

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety Washington, D.C. 20594

November 1, 2013

Attachment 7 – ATC Information

OPERATIONAL FACTORS

ERA13MA139

Table Of Contents

A. ATC INFORMATION

AIRCRAFT ACCIDENT PACKAGE AGS-ATCT-0117 N777VG, PRM1 February 21, 2013, 0122 UTC Destroy: August 24, 2015 UTC

SECTION 1. Table of Contents

AGS-ATCT-0117 N777VG AUTOMATED

TABLE OF CONTENTS

| SECTION 1. | Table of Contents |
|-------------|--------------------------------------------------------------------|
| SECTION 2. | FAA Form 8020-6, Report of Aircraft Accident, and FAA |
| | Form(s) 8020-6-1, Report of Aircraft Accident (Continuation Sheet) |
| SECTION 3. | Normal Service Statement(s) and Certified Index(es) |
| SECTION 4. | FAA Form(s) 7230-4, Daily Record of Facility Operation |
| SECTION 5. | Personnel Log(s) |
| SECTION 6. | FAA Form(s) 7230-10, Position Log, or automated equivalent |
| SECTION 7. | Facility Layout Chart(s) |
| SECTION 8. | Airport Diagram |
| SECTION 9. | Flight Progress Strip(s) and/or In-Flight Contact Record(s) |
| SECTION 10. | Transcription of Voice Recording(s) |
| SECTION 11. | FAA Form(s) 8020-3, Facility Accident/Incident Notification Record |
| SECTION 12. | FAA Form(s) 8020-26, Personnel Statement |
| SECTION 13. | Weather Products |

SECTION 2.

FAA Form 8020-6, Report of Aircraft Accident, and FAA Form(s) 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

AGS-ATCT-0117 N777VG

ATC INFORMATION 5 ERA13MA139

•••

FAA Form 8020-6, Report of Aircraft Accident

| • | DEPARTMENT OF FEDERAL AVIATION | TRANSPO | RTATION STRATION | | Report Date: | , | April 12, 2013 | | Report Num AGS-A | oer: ATCT-0117 |
|----------------------------------|----------------------------------------------------------------------------------------------------|---------------------------------|-----------------------------|--------------|------------------------------------------------------------|----------|-------------------------------|---------------------|---------------------|------------------------------|
| I | REPORT OF AIR | CRAFT | ACCIDE | NT | Name of Reporti | ing Fa | | a ATCT (AGS) | | |
| 1. A | ircraft Identification and Type: | | 2. Date/Time of A | ccident (0 | GMT): | | 3. Location of Acc | ident: | | |
| | N777VG, PRM1 February 21, 2013; 0122 U | | | i; 0122 U | TC | | Thomson, GA, Ap Runway 10. | proximately 1500 |) feet east of the | departure end of |
| | sture of Accident: raft crashed 1500 feet beyond the de | eparture end of | runway 10. | | Type of Flight: Cross country flight | ht - VI | | | | |
| | Name | Pe | osition | | Address City and State) | | Uninjured | Injured | Fatality | Unknown |
| | Richard Trammell | Pilot | G | reenwoo | i, SC | | | Х | | |
| Flight Crew | Jeremy Hagen | Co-Pilot | G | ireenwoo | i, SC | | | х | | |
| [g] | | | | | | | | | | |
| 9. | | | | | | | | | | |
| | | | | | | | | | | 1 |
| | | | | | | | | | | |
| | ssenger Data: (If available, list names tries and other information on continuation | | nt of | Numb | er Aboard | | Number | Number | 1 | lumber |
| щ | tries and other intermation on continuant | on sheet.) | | | 5 | , | Uninjured 0 | Injured 0 | F | atalities 5 |
| 8. Ai | rcraft Damage: | | | 19 | . Property Damage | : | | U | | 3 |
| Dest | royed | | | | Jnknown | | | | | |
| 10.0 | Operating Status of Navigational Aid | ls/I iohts/Com | munications: | | | | | | | |
| Nom | | was and come | munoacors. | | | | | | | |
| | | | | | | | | | | |
| | Conditions in Accident Area at Thomson-McDuffie METAR - altimeter three zero one five | Time of Accide 2015 EST: Aut | ent: omated, wind two ei | ght zero a | t six knots, visibilit | y one : | zero statute miles, ci | ear, temperature | five, dew point | ninus four, |
| Weather Data | Report Just Prior to Accident: Thompson-McDuffie METAR - six, dew point minus four, altime | ter three zero o | ntomated, wind two e | eight zero | at nine knots, visibi | ility or | ne zero statute miles | , clear, temperatu | | ime 2/21/2013 0055 UTC |
| | First Report Subsequent to Accie Thompson-McDuffie METAR - five, dew point minus four, altim | 2035 EST: At | tomated, wind two r | nine zero a | at seven knots, visib | oility o | one zero statute mile: | s, clear, temperati | Date | ime 2/21/2013 0135 UTC |
| | Name | | Fac | ility | | | Operating Positio | n | | Check If Eyewitness |
| ved | William K. Brown *(WB) | | AGS ATC | 1 | OSIC AP | | | | | |
| ATS Personnel Involved | Todd B. McCorvey (TM) | | AGS ATC | ſ | RE AP | | | | | |
| Inc | Mark Michael Repanshek (MR) | | AGS ATCI | | DEP AP | | | | | |
| l OSU3 | Kyle B. Turner (KT) | | AGS ATCI | | RE AP | | | | | |
| TS P | | | | | | | | | | |
| 12 A | | | | | | | | | | |
| = | | | | | | | | | | |
| | *Operating Initials | | | | 102201 /0 | | | | | |
| 13. 5 | Signature of Facility Manager | | - | 1/ | 1 | | | | | |
| Dowl | a T. Buck | | | | | | | | | |
| | Form 8020-6 (12-10) Supersedes Previous | Edition | Ele | ctronic Vers | ion (MS Word) | | | | | |

| DEPARTMENT OF TRANSPORTATION | | REPORT DATE | REPORT NO. | | |
|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------|--|--|
| 2 | FEDERAL AVIATION ADMINISTRATION | April 12, 2013 | AGS-ATCT-0117 | | |
| • | REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | NAME OF REPORTING FACILITY Nashville ATCT (BNA) | | | |
| 14. CHRC | DNOLOGICAL SUMMARY OF FLIGHT | | on the second | | |
| Febru | uary 21, 2013 | | | | |
| | | COORDINATED UNIVERSAL TIME RWISE SPECIFIED | 3 | | |
| 0027 | N777VG checked in with Departure We through 3,500 feet looking for IFR DRW issued a transponder code to N7 5,000 feet. | clearance to Thomson-McDu | iffie Airport (HOU). | | |
| 0028 | DRW issued radar contact and issued Airport (HQU) airport via radar vecto turn left heading 130 for traffi heading. DRW issued N777VG a climb 270 in five minutes. N777VG read burn right heading 150 which N777VG | ctors then as filed. DRW c. N777VG read back the to 15,000 feet and to expect the altitude. DRW in | instructed N777VG clearance and spect flight level | | |
| 0030 | Memphis ARTCC (ZME) took the handof contact Memphis ARTCC on 126.75. | f on N777VG. DRW instruc N777VG read back the inst | eted N777VG to | | |
| | No. Mo. | re Follows | | | |
| | NO MC | sie rollows | | | |
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ATC INFORMATION 7 ERA13MA139

| 2000 | DEPARTMENT OF TRANSPORTATION | REPORT DATE | REPORT NO. |
|--------|------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|--------------------------|
| 0 | FEDERAL AVIATION ADMINISTRATION | February 27, 2013 | AGS-ATCT-0117 |
| | REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | NAME OF REPORTING FACILITY | RTCC (ZME) |
| 4. CHR | ONOLOGICAL SUMMARY OF FLIGHT | | u (LINL) |
| Pebr | uary 21, 2013 | | |
| | ALL TIMES BELOW ARE (UNLESS OTHE | COORDINATED UNIVERSAL TIN | 4E |
| 0030 | N777VG checked on frequency with Me Control Position (R60) at 14,000 fe FL230. N777VG acknowledged and adv | eet for 15 non feet per | alonned Manner |
| 0031 | R60 cleared N777VG direct Choo Choo | leaving 16,000 feet. N | 1777VG acknowledged. |
| 0032 | Memphis ARTCC, Smyrna High Altitude N777VG to Atlanta ARTCC. | Radar Control Position | (R62) pointed out |
| 0033 | R60 cleared N777VG to climb and mai | ntain FL270. N777VG ack | nowledged. |
| 0037 | R62 advised N777VG to contact Atlan acknowledge. | ta ARTCC on 126.67. N77 | 7VG did not |
| 0047 | Atlanta ARTCC inquired if N777VG wa N777VG to contact Atlanta ARTCC on | s still on R60's frequen 126.67. N777VG acknowle | cy. R60 advised dged. |
| | No Mo | re Follows | |
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FAA Form 8020-6-1

PAGE of PAGES

| 0 | DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) |
|---------|---------------------------------------------------------------------------------------------------------------|
| 14. CHR | ONOLOGICAL SUMMARY OF FLIGHT |
| Febr | uary 21, 2013 |

REPORT NO.

April 11, 2013

AGS-ATCT-0117

Augusta ATCT (AGS)

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED

- 0059 Atlanta ARTCC controller called AGS Radar East (RE) and advised that N777VG had cancelled IFR but was requesting VFR flight following.
- 0100 N777VG checked in with RE and advised that he was at 8,400 feet and had Thomson-McDuffie Airport (HQU) in sight. The pilot asked if there was any traffic in the area. RE responded with the AGS altimeter setting and advised that there was no traffic between N777VG and Thomson-McDuffie Airport. RE also asked if N777VG wanted to go to the advisory frequency or stay with AGS for a few miles. N777VG requested to stay with AGS for a couple of more minutes.
- N777VG called RE and requested to switch to local advisory frequency and cancel flight following.
- 0103 RE told N777VG that there was still no traffic between aircraft and Thomson-McDuffie Airport. RE then terminated N777VG's radar service and advised N777VG to squawk VFR and that the frequency change was approved.

No More Follows

FAA Form 8020-6-1 AGS-ATCT-0117

PAGE

N777VG

SECTION 3.
Normal Service Statement(s) and Certified Index(es)

AGS-ATCT-0117 N777VG

ATC INFORMATION 10 ERA13MA139



Memorandum

Date: March 12, 2013

To: Augusta Airport Traffic Control Tower

From: Joseph Allison, Acting Manager, Nashville Airport Traffic Control Tower

Subject: INFORMATION: Normal Service Statement

Aircraft Accident, N777VG Thomson, GA, February 21, 2013

All services provided by Nashville Airport Traffic Control Tower were normal, and there were no pertinent transmissions.

Attachments

CERTIFIED INDEX

April 12, 2013

I certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Log(s)
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
Continuous Data Recording (CDR)
Flight Progress Strip(s)

James Drury Manager, Nashville ATCT



Memorandum

Date: February 27, 2013

To: Augusta Airport Traffic Control Tower

From: Timothy J. Nelson, Manager, Memphis Air Route Traffic Control Center

Subject: INFORMATION: Normal Service Statement

Aircraft Accident, N777VG Thomson, GA, February 21, 2013

All services provided by Memphis Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

Attachments

CERTIFIED INDEX

February 27, 2013

I certify that the following originals are on file in this office.

FAA Form 7230-4 FAA Form 7230-10 FAA Form 8020-6-1 FAA Form 8020-26 Personnel Log(s) Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s) National Track Analysis Program (NTAP)
Data Analysis Reduction Tool (DART)
Systematic Air Traffic Operations Research Initiative (SATORI)

Timothy J. Nelson

Manager, Memphis ARTCC



Memorandum

Date: March 06, 2013

To: Augusta Airport Traffic Control Tower

From: Eric Fox, Acting Manager, Atlanta Air Route Traffic Control Center

Subject: INFORMATION: Normal Service Statement

Aircraft Accident, N777VG Thomson, GA, February 21, 2013

All services provided by Atlanta Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

Attachments

CERTIFIED INDEX

March 06, 2013

I certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Log(s)
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
National Track Analysis Program (NTAP)
Data Analysis Reduction Tool (DART)
Weather Products

Eric Fox

Acting Manager, Atlanta ARTCC

CERTIFIED INDEX

March 28, 2013

I certify that the following originals are on file in this office.

FAA Form 7230-4

FAA Form 7230-10

FAA Form 8020-6

FAA Form 8020-6-1

FAA Form 8020-9

FAA Form 8020-3

FAA Form 8020-26

Personnel Log(s)

Certified Original Copy(ies) of Voice Recording(s)

Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)

Airport Diagram
Continuous Data Recording (CDR)
Flight Progress Strip(s)
Transcription(s) of Voice Recording(s)

Weather Data

Darin T. Buck

Manager, Augusta ATCT

SECTION 4.
FAA Form(s) 7230-4, Daily Record of Facility Operation

AGS-ATCT-0117 N777VG

ATC INFORMATION 18 ERA13MA139

| | | | | | PAGE NO |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------|---------------------------------------------------------------|--------------------------------|
| | DAILY REC | ORD OF FAC | II ITV ODED | ATION | Page 1 of 1 |
| | | OND OF TAC | ALITT OPER | ATION | Feb 20, 2013 |
| LOCATION | | IDENTIFICATION | TYPE FACILITY | OPERATING POSITION | CHECKED BY |
| | Augusta, GA | AGS | ATCT | ALL | ARTRAFFICMANAGER Darin T. Buck |
| UTC TIME | | | REM | NRKS. | Darin 1. Buck |
| 1145 | LEAK IN 6TH F | AKS IN 6TH F ER ROOM; CFP LOOR STORAGE | ROOM; EAST | ELL; WATER LEAKING LS GLIDEPATH COUPI ERN FACING WINDOW | ED APPROACH N/A; |
| 1205 | WCLC KS | | | | |
| 1353 | RWY 17 IN USE. | KS | | | |
| 1737 | 119.15 OTS | KS | | | |
| 1737 | AOCC/TC NTFD RE | F 119.15 OU | FAGE KS | | |
| 1753 | RWY 35 IN USE. | | | | |
| 1850 | W. BROWN ON | WB | | | |
| 1919 | WCLC WB | | | | |
| 2000 | PER RANGE CONTR | OL R3004A W/ | ACFT ACTIV | E AT 2100Z. OP | WD |
| 0106 | K. TURNER ON | | | 21002. OF | " D |
| 0200 | AIRCRAFT ACCIDENT: THOMSON MCDUFFIE FIRE DEPARTMENT CALLED AT APPROX 0140Z AND ADVISED THAT N777VG HAD CRASHED EAST OF HQU. AIRCRAFT HAD TERMINATED VFR ADVISORIES WITH AGS AND WAS SWITCHED TO UNICOM DB | | | | |
| 0315 | R3004A COLD. CS | | | | DIVICOM: DB |
| 0400 | COB DB | | | | |
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| I CERTIFY th | at entries above are correct, ed operations have been | SIGNATURES(S) OF WA | TCH SUPERVISOR(S) | | |
| bnormal occur | except as noted, and that all rences and conditions have | 0:1 | /. | • | |
| Form 723 | 11.1.00001.10009.00000.0001.1000001 | 700 | J | r | |

SECTION 5.
Personnel Log(s)

AGS-ATCT-0117 N777VG

ATC INFORMATION 20 ERA13MA139

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Memorandum

Date:

February 22, 2013

To:

Aircraft Accident File AGS-ATCT-0117

From:

Darin T. Buck, Air-Traffic Manager Augusta Airport Traffic Control Tower

Subject:

INFORMATION: Personnel Log Amendment Aircraft Accident, N777VG Thomson, GA, February 21, 2012

I hereby certify that the following personnel were not on operational duty on February 20, 2013:

Leslie Lancaster Timothy Mason Mendola Nelson Kyle Rabbitt Douglas Renshaw Karen Shannon William Melvin William Sneed Kathryn Storey Christopher Thoma



Memorandum

Date: April 11, 2013

To: Aircraft Accident File AGS-ATCT-0117

From: Darin T. Buck, Air Traffic Manager

Augusta Airport Traffic Control Tower

Subject: INFORMATION: Personnel Log Amendment

Aircraft Accident, N777VG Thomson, GA, February 22, 2013

I hereby certify that the following personnel were not on operational duty on February 21. 2013:

Mark Boone Leslie Lancaster Karen Shannon William Sneed, Jr. Kathryn Storey Christopher Wallace

ART - Sign On Log

4/1/2013 11:28:16 AM

AGS

Selected Report Dates: 2/19/2013 10:00:00 PM - 2/20/2013 10:00:00 PM

| OPINIT | NAME | SHIFT/TYPE | SIGN- IN | SIGN - OUT | LV | OJT | CIC | TOS |
|--------|----------------------------------------|---------------|----------|------------|------|------|------|------|
| KS | SHANNON, KAREN E REMARKS | 06:30-14:30/R | 06:30:00 | 14:30:00 | | | 7+12 | |
| СТ | THOMA, CHRISTOPHER M. REMARKS | | 06:30:00 | 15:30:00 | 9+0 | | | |
| DB | BUCK, DARIN T | 06:30-16:00/R | 06:30:00 | 15:45:00 | 0+15 | | | |
| MB | BOONE, MARK A REMARKS | 06:30-16:30/R | 06:30:00 | 16:30:00 | | 1+29 | 2+44 | |
| MC | BRUNSON, SUSAN M. REMARKS | 07:45-15:45/R | 07:45:00 | 15:45:00 | | | 2+16 | |
| XL | WALLACE, CHRISTOPHER M. REMARKS | 07:55-15:55/R | 07:55:00 | 15:55:00 | | | | |
| DR | RENSHAW, DOUGLAS G., Jr. REMARKS | 08:00-16:00/R | 08:00:00 | 16:00:00 | 8+0 | 8 | | |
| СС | CHESLEY, CARL E REMARKS | 08:00-18:00/R | 08:00:00 | 18:00:00 | | 0+59 | 3+50 | |
| WB | BROWN, WILLIAM K. REMARKS | 11:35-20:35/R | 11:35:00 | 20:35:00 | | | | |
| JX | FOWLER, ASHLEY S. REMARKS | 13:30-21:30/R | 13:30:00 | 21:30:00 | | | 1+30 | |
| ТМ | MCCORVEY, TODD B REMARKS | 13:30-21:30/R | 13:30:00 | 23:00:00 | | 2+34 | 2+16 | 1+30 |
| MR | REPANSHEK, MARK M. REMARKS | 13:35-21:35/R | 13:35:00 | 22:05:00 | | | | 0+30 |
| HR | ROCK, HARI Y. REMARKS | 15:15-23:15/R | 15:15:00 | 23:15:00 | | | | |
| кт | TURNER, KYLE B. REMARKS | 15:15-23:15/R | 15:15:00 | 23:15:00 | | 1+29 | 3+57 | |

Page 1 of 1

ART - Sign On Log

4/11/2013 2:39:22 PM

AGS

Selected Report Dates: 2/20/2013 10:00:00 PM - 2/21/2013 10:00:00 PM

| OPINIT | NAME | SHIFT/TYPE | SIGN- IN | SIGN - OUT | LV | OJT | CIC | TOS |
|------------|----------------------------------------|---------------|----------|------------|------|------|------|-----|
| DR | RENSHAW, DOUGLAS G., Jr. REMARKS | 06:00-14:00/R | 06:00:00 | 14:00:00 | 8+0 | | | |
| MN | NELSON, MENDOLA M. REMARKS | 06:00-15:00/R | 05:00:00 | 15:00:00 | 9+0 | | | |
| ИС | BRUNSON, SUSAN M. REMARKS | 06:30-14:30/R | 06:30:00 | 14:30:00 | | 1+29 | 1+30 | |
| CC | CHESLEY, CARL E REMARKS | 06:30-16:30/R | 06:30:00 | 16:30:00 | | 0+59 | 4+53 | |
| ΙX | FOWLER, ASHLEY S. REMARKS | 07:30-15:30/R | 07:30:00 | 15:30:00 | | | 1+35 | |
| NΒ | BROWN, WILLIAM K. REMARKS | 07:30-16:30/R | 07:30:00 | 16:30:00 | | | | |
| ГМ | MCCORVEY, TODD B REMARKS | 08:00-16:00/R | 08:00:00 | 16:00:00 | | | 1+46 | |
| MR | REPANSHEK, MARK M. REMARKS | 08:00-16:00/R | 08:00:00 | 16:00:00 | | | | |
| π | TURNER, KYLE B. REMARKS | 09:00-17:00/R | 09:00:00 | 17:00:00 | | | 0+44 | |
| т | THOMA, CHRISTOPHER M. REMARKS | 12:00-21:00/R | 12:00:00 | 21:00:00 | | | | |
| I R | ROCK, HARI Y. REMARKS | 13:55-21:55/R | 13:55:00 | 21:55:00 | | | 1+59 | |
| ΜM | MELVIN, WILLIAM A. REMARKS | 14:00-22:00/R | 16:45:00 | 22:00:00 | 2+45 | | | |
| IS | SAMPSON, JONATHAN E. REMARKS | 15:15-23:15/O | 15:15:00 | 23:15:00 | | | 2+31 | 8+0 |
| (R | RABBITT, KYLE A. REMARKS | 15:15-23:15/R | 15:15:00 | 23:15:00 | | | 3+49 | |

Page 1 of 1

SECTION 6.

FAA Form(s) 7230-10, Position Log, or automated equivalent

AGS-ATCT-0117 N777VG

ATC INFORMATION 25 ERA13MA139

| | | Positi | on Lo | og | | |
|-----------------|------------------|----------------|--------|-------------|----------------------------------------|-----------------------|
| (I) FACILITY ID | (2) POSITION IDE | MFIER | Ch Per | Ť | (O DATE | |
| AGS | RE | | AP | | 2/20/13 | |
| (3) TIME ON | (5) INITIALS | (7) TIME OF | r# | (f) CODE | Where Combined (f) POSITION IDENTIFIER | T // D Poston |
| 10:45 | | 11 | :44 | | Closed | (10) Position Type |
| 11:45 | KS | 12 | :59 | С | | |
| 13:00 | DB | 13 | :00 | S | | |
| 13:01 | DB | 14: | :22 | S | | |
| 14:23 | DB | 14 | :39 | S | | |
| 14:40 | KS | 15: | 29 | С | | |
| 15:30 | MB | 15: | 43 | С | | |
| 15:44 | MB | 16: | 59 | С | | |
| 17:00 | CC | 18: | 02 | C | | |
| 18:03 | MB | 18: | 29 | С | | |
| 18:30 | MB | 18: | 59 | C | | _ |
| 19:00 | CC | 19: | 59 | С | | |
| 20:00 | JX | 20: | 59 | С | | |
| 21:00 | HR | 22: | 04 | Т | | |

| CODE: | |
|--------------|--|
| C - ATCS/ATA | |

M - Trainee/ Developmental Monitoring
 R - Trainee/ Developmental Certification/
Evaluation

| _ | | Position | Log | | |
|-----------------|-----------------|--------------|----------|--------------------------|---------------|
| IN FACILITY ID | CO POSITION ID | ENTIFIER (3) | Pos | (5) DATE | |
| | | 2 | | 197.JALIE | |
| (5) TIME ON | (5) INITIALS | m | (8) | Where Combined | |
| TIME ON | INITIALS | TIME OFF | CODE | (9) POSITION IDENTIFIER | (10) Position |
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| - Supervisor/St | aff Spec. | R - Trail | nee/ Dev | elopmental Certification | n/ |

| C - ATCS/ATA |
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| S - Supervisor/Staff Spec. |

| | | Positi | on L | pg | | | | |
|----------------|------------------|----------------|--------|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--|--|
| II) FACILITY D | (2) POSITION IDE | NTIFIER | (i) Pr | <u>. </u> | (4) DATE | _ | | |
| AGS | RE | | AP | | 2/20/13 | | | |
| (S) TIME ON | (5) INITIALS | (f) TIME OF | , | (a) | Where Combined (8) POSITION IDENTIFIER | T (10) P-10 | | |
| 21:00 | TM | 22 | : 04 | С | TO THE PERSON OF | (10) People Type | | |
| 22:05 | cc | 22: | 18 | С | | | | |
| 22:19 | cc | 22 | :38 | C | | | | |
| 22:39 | WB | 23: | 04 | S | | | | |
| 23:05 | KT | 23: | 22 | С | | | | |
| 23:23 | KT | 23: | 59 | С | | | | |
| 00:00 | TM | 00: | 04 | С | | | | |
| 00:05 | TM | 00: | 59 | С | | | | |
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CODE:

C-ATCS/ATA
S-Supervisor/Staff Spec.
T-Trainee/Developmental

FAA Form 7230-10 (5-94)
NDN: 0062-40-624-8152

M - Trainee/ Developmental Monitoring
 R - Trainee/ Developmental Certification/
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FAA Form 7230-10 (6-94) NSN: 0062-00-024-6103

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| 23:00 | HR | 23 | :59 | С | | |
| 00:00 | JX | 01: | 00 | C | | |
| 01:01 | HR | 01: | 29 | С | | |
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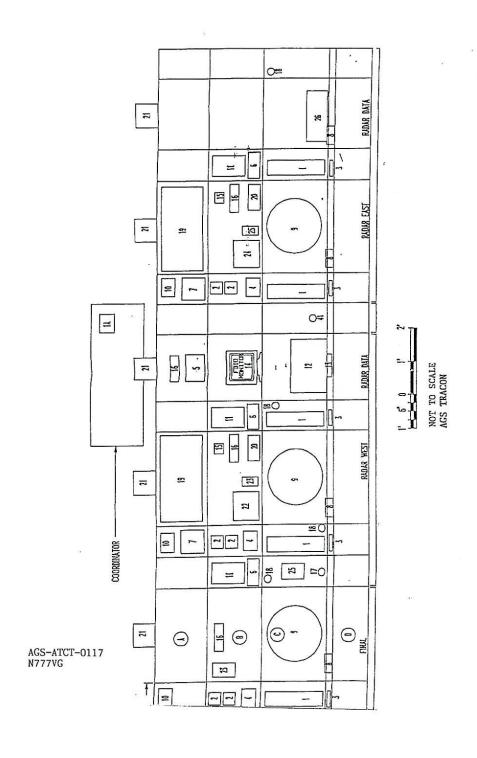
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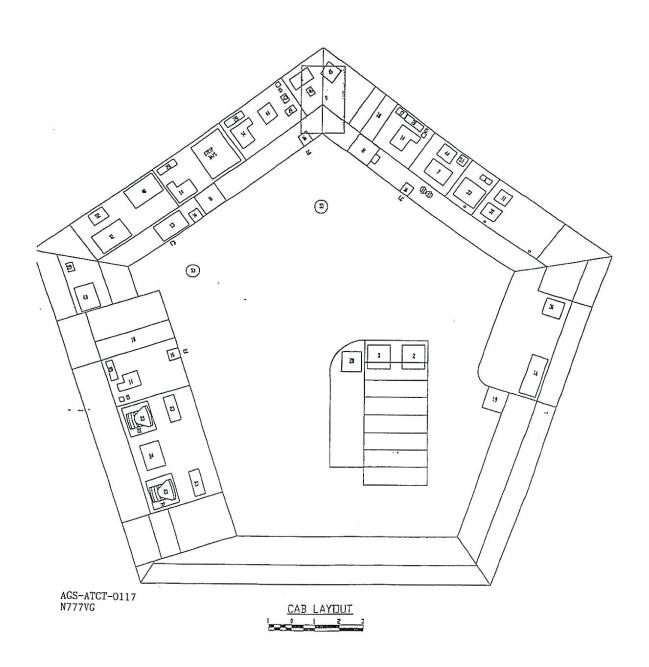
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SECTION 7.
Facility Layout Chart(s)

AGS-ATCT-0117 N777VG

ATC INFORMATION 33 ERA13MA139





SECTION 8.
Airport Diagram

AGS-ATCT-0117 N777VG

ATC INFORMATION 36 ERA13MA139

SECTION 9.
Flight Progress Strip(s) and/or In-Flight Contact Record(s)

AGS-ATCT-0117 N777VG

ATC INFORMATION 37 ERA13MA139

AGS ATCT

N777VG 2 PRM1/L 391 1044 A0058 SINCA 048/053 IRQ 276/035 IFR TO 1

T W

Flight Progress Strip

SECTION 10.
Transcription of Voice Recording(s)

AGS-ATCT-0117 N777VG

ATC INFORMATION 39 ERA13MA139



Memorandum

Date: April 11, 2013

To: Aircraft Accident File AGS-ATCT-0117

From: Augusta Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript

Aircraft Accident, N777VG Thomson, GA, February 21, 2013

This transcription covers the Augusta Airport Traffic Control Tower (ATCT) RE AP position for the time period from February 21, 2013, 0054 UTC, to February 21, 2013, 0109 UTC.

Agencies Making Transmissions

Abbreviations

Augusta ATCT, Radar East

Atlanta ARTCC N777VG/PRM1 RE ZTL N777VG

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N777VG.

"hoody of the leave of

Marilynn McKinney Management Assistant Augusta ATCT

0054

(0055-0058)

0059

0059:16 RE augusta approach

0059:18 ZTL victor golf is cancelling ah but he still wants ah

0059:19 RE v f r flight following

0059:20 ZTL v f r flight following so i told him to remain in the

code and be switching him to you

0100:00 RE oh okay wilco copy that t m

AGS-ATCT-0117 N777VG

| Page 2 of 3 | ı | |
|--------------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0100:07 | RE | i have one through six |
| 0100:11 | N777VG | premier two seven victor golf with you at eighty four hundred and we have thomson in sight any traffic in the area |
| 0100:20 | RE | premier seven seven victor golf augusta approach augusta altimeter three zero zero eight and currently between you and thomson airport i have to traffic and i'll switch you to advisory in a few miles unless you wanna go now |
| 0100:30 | N777VG | i'll stick with you a couple more minutes then i'll make it over thanks |
| 0100:32 | RE | an there we go |
| 0100:33 | RE | i'll keep an eye on that as he gets closer |
| 0100:36 | RE | yeah so maybe tell him about that it is a primary just sticking their maybe a false target you heard that he's cancelled his i f r descent he's just playing with the tags over there |
| 0100:45 | RE | okay |
| 0100:48 | RE | two six niner alpha echo he's just a local code south west bound actually and |
| 0102 0102:57 | RE | i got it |
| 0102:59 | N777VG | augusta premier ah seven victor golf would like to go ahead and switch advisories at this time we'll cancel the flight following |
| 0103 | | |
| 0103:05 | RE | premier seven victor golf roger still no traffic observed between you and the thomson mcduffie airport radar services terminated squawk v f r frequency change is approved have a good night |
| 0103:13 0104 (0105-0108) | N777VG | (unintelligible) v f r advisories ah appreciate the help seven victor $golf$ |

ATC INFORMATION 41 ERA13MA139

AGS-ATCT-0117 N777VG

Page 3 of 3

0109

End of Transcript

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ATC INFORMATION 42 ERA13MA139

SECTION 11.

FAA Form(s) 8020-3, Facility Accident/Incident Notification Record

| FACILITY ACCIDENT/INCIDENT NOT THOMSON, MCDUFFIE COUNTRIBUTION The order and number of calls will be determined by the situation involved. | TIFICATION RENTY AIRPORT | ECORD | N 7 Date 2 Airport | 120/13 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-----------------|--------------------------------|-----------------|
| | Phone No. | Time | In Caller | itials |
| Airport Emergency Equipment | THERE HO. | 015580 | Caller | Recipien |
| Additional Emergency Equipment (Local Fire Department) | | 01 402 | | KT |
| Search and Rescue | | MA VS | | 150 |
| *Washington Operations Center (WOC) | | OF A rock | | |
| Region Operations Center (ROC) | | 01487 | KT | CS |
| Air Traffic Manager | | 014578 | | 00 |
| Flight Standards District Office (FSDO) | | WITH LOC DE | us | WLS |
| National Transportation Safety Board (NTSB) | | VIA, ROC PS | KT | |
| System Maintenance Organization Manager | | 04307 | KT | 4.5 |
| Law Enforcement | | 112 | IN I | -5 |
| National Weather Service (NWS) | | לום מבט | | |
| Military Authority | | ROC | | |
| Airport Authority (Kenneth Usry at home 706-595-2912) | | 04207 | 03 | 211 |
| Aircraft Operator | | 07002 | no_ | KU |
| AOMC (for 2 hour archived weather after accidents) Awas - | | 5000 | 00 | 04 |
| Notify AGS facility NATCA Representative | Phone number on file | 0325 | 00 | 55 |
| | | | | |
| | | | | |
| orm Updated by (Name, Title, Facility): Marilynn McKinney, Secretary, AGS A Accidents requiring telephone notification to Washington shall be made immedi dr escue. AA Form 8020-3 (Revised 07/08) | TCT fately following notification | for emergency e | Date: 10/28/10 quipment and |) /or search |

SECTION 12.
FAA Form(s) 8020-26, Personnel Statement

AGS-ATCT-0117 N777VG

ATC INFORMATION 45 ERA13MA139

| DEPARTMENT OF TRANSPORT FEDERAL AVIATION ADMIN | URTATION | 1. Name of Reporting Fac | | 2. Report Number: |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| | | Augusta ATC | | AGS-ATCT-0117 |
| PERSONNEL STAT | EMENT | Aircraft Identification a | | NAME OF STREET |
| 4. Location of Accident/Incident: | | 5. Date/Time of Accident | N777VG, Incident (UTC): | PRM1 |
| Thomson, GA 6. Name (Operating Initials): | 1 | Secretary Control of the Control of | | 13, 0122 UTC |
| Todd B. McCorvey (TM) | 7. Title: | | | d Time (UTC): |
| 9. Complete in accordance with EAA O | rder 8020.16. Air Traff | ic Organization Aire | RE | AP 0000-0059 UTC |
| Investigation, and Reporting, Paragraph 91, provide any facts within your personal know surrounding this accident incident. Specula included in this statement. This statement nactivities including pretrial discovery, deposisigned by you, and your signature below cersigned, will constitute your original statement. | ledge that will provide ations, hearsay, opinion may be released to the | a complete understants, conclusions, and public through the F | anding of t lor other e reedom o | rpose of this statement is he circumstances extraneous data are not to f Information Act or litigation |
| 10. TEXT OF STATEMENT: | | | | JPPLEMENTAL |
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| They advised me to | hat N77 | 746 ho | L can | rcelled his |
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| traffic Advisories. | At this | point (A | Roma | 01015), |
| KT had the RE | position | and con | tinu | ed to work |
| him. I do not | | | | |
| at the position. | | , | , | Ű |
| iignature of Weness: | | 1 | 1 | |
| TIK W | 12 | Date of Signature: | 2 " | 2013 |

ATC INFORMATION 46 ERA13MA139

| PERSONNEL STATEMENT 3. Aircraft Identification and Type: N777VG, PRM1 5. Date/Time of Accident/Uncident (UTC): Thomson, GA Name (Operating Initials): Nam | PERSONNEL STATEMENT 4. Location of Accident/Locident: Thomson, GA 6. Name (Operating Initials): Mark Michael Repanshek (MR) 6. Complete in accordance with FAA Order 8020.16, Air Traffic Investigation, and Reporting, Paragraph 91, FAA Form 8020.26, Per provide any facts within your personal knowledge that will provide a surrounding this accident/incident. Speculations, hearsay, opinions included in this statement. This statement may be released to the pactivities including pretrial discovery, depositions, and actual court testigned by you, and your signature below certifies the accuracy of this signed, will constitute your original statement. 10. TEXT OF STATEMENT: COMMENT Comment | 3. Alrendi Identification and Type: N777VG N777VG S. Date/Time of Accident/Incident (UTC) February 21, 22 8. Position DE Organization, Aircraft Accident Ac | AGS-ATCT-0117 PRM1 113, 0122 UTC and Time (UTC) P AP 0030-0155 UTC Ident and Incident Notification urpose of this statement is to the circumstances extraneous data are not to b of Information Act or litigation to be hand printed and the edited nor typed and, once UPPLEMENTAL |
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| Thomson, GA The Copening Initiality. Mark Michael Repanshek (MR) Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification vestigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is virounding this accident incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to cluded in this statement. This statement may be released to the public through the Freedom of Information Act or litigativities including prefrial discovery, depositions, and actual court testimony. This statement is to be hand printed and gned by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, or gned, will constitute your original statement. COMMENT OR STATEMENT: COMMENT NO COMMENT COMMENT NO COMMENT COMMENT NO COMMENT Coll and tell Roder East that NATAVE had concelled his EPR tight plan and world he taking VIFR odvisories. NATAVE had concelled his EPR tight plan and world he taking VIFR odvisories. NATAVE than come on the traying while the rehet brefing was in pregress. Todd gase him the altimater and the plot regusted to continue VIPR service a few more index before and the plot regusted to continue VIPR service a few more index before and the plot regusted to continue VIPR service and Soud he would like the Concell the VIPR service, and Approach the Braying charge, with that the plot regarded he was southing, and then was no further. | Thomson, GA Name (Operating Initials): Mark Michael Repanshek (MR) Complete in accordance with FAA Order 8020.16, Air Traffic restigation, and Reporting, Paragraph 91, FAA Form 8020-26, Per rovide any facts within your personal knowledge that will provide a urrounding this accident/incident. Speculations, hearsay, opinions included in this statement. This statement may be released to the potivities including pretrial discovery, depositions, and actual court te igned by you, and your signature below certifies the accuracy of this igned, will constitute your original statement. TEXT OF STATEMENT: COMMENT COMMENT Comment Radar East from Studying the Abs airspace and making call and tell Radar East that N777VE and would be taking VIER advisories while the rehet brefing was in pragree and the pilot requested to centure VIER gaing to the culvisary frequency. The few mements the pilot called back a | S. Date/Time of Accident/Incident (UTC) February 21, 22 8. Position DE Organization, Aircraft Accidents and a complete understanding of second conclusions, and/or other ublic through the Freedom estimony. This statement is statement. It will neither the CORIGINAL STATE | inta, 0122 UTC and Time (UTC): PAP 0030-0155 UTC lent and Incident Notification urpose of this statement is to the circumstances extraneous data are not to b of Information Act or litigatio to be hand printed and the edited nor typed and, once UPPLEMENTAL |
| Name (Opensing Initials): Mark Michael Repanshek (MR) 7. Tills: Mark Michael Repanshek (MR) 7. Tills: ATCS 8. Position and Time (UTC): Supplete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification vestigation, and Reporting, Peragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is ovide any facts within your personal knowledge that will provide a complete understanding of the circumstances included in this statement. This statement may be released to the public through the Freedom of Information Act or litigate including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and gened, will constitute your original statement. ACTUAL OF STANDBERT: | Name (Operating Initials): Mark Michael Repanshek (MR) Complete in accordance with FAA Order 8020.16, Air Traffic Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Per rovide any facts within your personal knowledge that will provide a urrounding this accident/incident. Speculations, hearsay, opinions cluded in this statement. This statement may be released to the positivities including pretrial discovery, depositions, and actual court to gred by you, and your signature below certifies the accuracy of this gred, will constitute your original statement. TEXT OF STATEMENT: A COMMENT IN COMMENT IN Could only tell Roder East from Studying the Abs airspace and making Could only tell Roder East that N7774VE and would be taking VIER advisories while the relief brefing was in prayre and the pilot regusted to centinue VIER going to the culvising frequency. The few mements the pilot called back a | February 21, 20 8. Position a DE Organization, Aircraft Accid rsonnel Statements. The pi complete understanding of s, conclusions, and/or other ublic through the Freedom sestimony. This statement is s statement. It will neither the CORIGINAL S NO COMMENT The Departure Sca | M13, 0122 UTC and Time (UTC). P AP 0030-0155 UTC Igent and Incident Notification urpose of this statement is to the circumstances extraneous data are not to to of Information Act or litigation to be hand printed and one edited nor typed and, once UPPLEMENTAL |
| Mark Michael Repanshek (MR) Mark Michael Repanshek (MR) ATCS DEP AP DOBLO 155 UTC Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification voide any facts within your personal knowledge that will provide a complete understanding of the circumstances urrounding this accident incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to cluded in this statement. This statement may be released to the public through the Freedom of Information Act or litigate the statement. This statement is to be hand printed and graed, will constitute your original statement. ACCIDINAL SUPPLEMENTAL COMMENT NO COMMENT COMMENT NO COMMENT COMMENT NO COMMENT COMMENT NO COMMENT Coll and tell Rodur East that NATTVE had concelled his TER Hight plan and would be taking VER advisories. NATTYPE had concelled his TER Hight plan and the rehating was in progress. Todd gaze him the altimator and the plot reputal to centine VPR service a few more onder before going to the colusing frequency. The relief brothing finished, and in a few moments the plot called brack and Sould be would like be concelled by VPR service, and Approach the keying change, with that the plot reputal he was suithing, and then was no further | Mark Michael Repanshek (MR) Complete in accordance with FAA Order 8020.16, Air Traffic vestigation, and Reporting, Paragraph 91, FAA Form 8020-26, Perovide any facts within your personal knowledge that will provide a urrounding this accident incident. Speculations, hearsay, opinions cluded in this statement. This statement may be released to the pativities including pretrial discovery, depositions, and actual court to greed by you, and your signature below certifies the accuracy of this greed, will constitute your original statement. TEXT OF STATEMENT: COMMENT Comment Could and tell Radar East from Studying the Abs airspace and making Could and tell Radar East theat N77746 and would be taking VIFR advisories while the rehat bridge was in progres and the pulot regusted to centime VIPR forms to the colvery frequency. The few mements the pulot called back a | Organization, Aircraft Accionations of the process | P AP 0030-0155 UTC lent and Incident Notification urpose of this statement is to the circumstances extraneous data are not to b of Information Act or litigatio to be hand printed and one edited nor typed and, once UPPLEMENTAL |
| Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notificative restigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is poide any facts within your personal knowledge that will provide a complete understanding of the circumstances rounding this accident incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to tuded in this statement. This statement may be released to the public through the Freedom of information Act or litigation including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and ned by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, or ned, will constitute your original statement. **COMMENT** **COMMENT | Complete in accordance with FAA Order 8020.16, Air Traffic restigation, and Reporting, Paragraph 91, FAA Form 8020-26, Pe bride any facts within your personal knowledge that will provide a mounding this accident incident. Speculations, hearsay, opinions luded in this statement. This statement may be released to the p tivities including pretrial discovery, depositions, and actual court te need by you, and your signature below certifies the accuracy of thi need, will constitute your original statement. TEXT OF STATEMENT: COMMENT IN Comment | Organization, Aircraft Accidensionnel Statements. The process of second statements and the process of second secon | lent and Incident Notification urpose of this statement is to the circumstances extraneous data are not to lo of Information Act or litigation to be hand printed and the edited nor typed and, once UPPLEMENTAL |
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FAA Form 8020-26 (12-10)

AGS-ATCT-0117

N777VG

SECTION 13. Weather Products

AGS-ATCT-0117 N777VG

ATC INFORMATION 48 ERA13MA139



U. S. DEPARTMENT OF COMMERCE Asheville, N.C.

I CERTIFY that the attached are authentic and true copies of meteorological records on file in the NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, NORTH CAROLINA.

NANCY A. RITCHEY
RECORDS CUSTODIAN
DATA ADMINISTRATOR
(Official Title)

I HEREBY CERTIFY that NANCY A. RITCHEY, RECORDS CUSTODIAN, who signed the foregoing certificate, is now, and was at the time of signing, DATA ADMINISTRATOR, NATIONAL CLIMATIC DATA CENTER, and that full faith and credit should be given his certificate as such. I further state that I am the person to whom the said custodian reports.

IN WITNESS WHEREOF, I have hereunto subscribed my name and caused the seal of the Department of Commerce to be affixed on this date: FEB 2 5 2013

For the SECRETARY OF COMMERCE:

THOMAS R. KARL
DIRECTOR
NATIONAL CLIMATIC DATA CENTER

(Certifying Officer)

U.S. Department of Commerce
National Oceanic & Atmospheric Administration

Data Version: VER2 Longitude: -82.516 Latitude: 33.529

Date

Time (LST)

Elevation: 498 ft. above sea level

HOURLY OBSERVATIONS TABLE THOMSON-MCDUFFIE CO ARPT (63836) THOMSON, GA

QUALITY CONTROLLED LOCAL CLIMATOLOGICAL DATA (02/2013)

National Climatic Data Center Federal Building 151 Patton Avenue Asheville, North Carolina 28801

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U.S. Department of Commerce
National Oceanic & Atmospheric Administration

QUALITY CONTROLLED LOCAL CLIMATOLOGICAL DATA

National Climatic Data Center Federal Building 151 Patton Avenue Asheville, North Carolina 28801

(final)

THOMSON, GA

HOURLY REMARKS OBSERVATIONS TABLE THOMSON-MCDUFFIE CO ARPT (63836)

(02/2013)

Elevation: 498 ft. above sca level Latitude: 33.529

Longitude: -82.516 Data Version: VER2

U.S. Department of Commerce
National Oceanic & Almospheric Administration
Data Version: VER2

QUALITY CONTROLLED LOCAL CLIMATOLOGICAL DATA

(final)
HOURLY PRECIPITATION TABLE
THOMSON-MCDUFFIE CO ARPT (63836)
THOMSON, GA

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National Climatic Data Center Federal Building 151 Patton Avenue Asheville, North Carolina 28801

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U.S. Department of Commerce
National Oceanic & Atmospheric Administration

Data Version: VER2 Longitude: -82.516

Time (LST)

Station Type

Sky Conditions

Visibility (SM)

Weather Type

Point Temp

0

% Re

Speed (MPH)

Wind Wind Gusts (MPH) 6

Pressure (in. hg)

Press Tend Net 3-hr Chg (mb)

Pressure (in. hg) Sea

Type

Total (in)

(in. hg)

20

SCT110 SCT110 SCT120 SCT120 BKN110 OVC120 BKN120

Elevation: 498 ft. above sea level Latitude: 33.529

THOMSON-MCDUFFIE CO ARPT (63836) **HOURLY OBSERVATIONS TABLE** QUALITY CONTROLLED LOCAL CLIMATOLOGICAL DATA

THOMSON, GA (02/2013)

> Asheville, North Carolina 28801 National Climatic Data Center Federal Building 151 Patton Avenue

30.15 30.15 30.15 30.16 30.16 30.16 30.15 30.15 30.15 30.15 30.15 30.15 30.15 30.15 30.15 30.16 30.16 30.16 30.16 30.16 30.16 30.16 30.16 30.16 30.16 AGS-ATCT-0117 N777VG

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QUALITY CONTROLLED LOCAL CLIMATOLOGICAL DATA

(final)

Asheville, North Carolina 28801 National Climatic Data Center Federal Building 151 Patton Avenue

THOMSON-MCDUFFIE CO ARPT (63836) THOMSON, GA (02/2013)

Elevation: 498 ft. above sea level Latitude: 33.529

Data Version: VER2 Longitude: -82.516

Date

Time

AGS-ATCT-0117 N777VG

2/25/2013 0:07 V

http://cdo.ncdc.noaa.gov/qclcd/QCL4

J.S. Department of Commerce Vational Oceanic & Atmospheric Administration Data Version: VER2

QUALITY CONTROLLED LOCAL CLIMATOLOGICAL DATA

(final)
HOURLY PRECIPITATION TABLE
THOMSON-MCDUFFIE CO ARPT (63836)
THOMSON, GA

--12----DT--(02/2013) -1- -2--3-- -4-- -5-- -6-- -7-- -8--P.M. HOUR(L.S.T) ENDING AT --9-- --10---11-

--12--

--DT--

의의

-1- -2-

-3-- -4-- -5-- -6-- -7-- -8-- -9-- -10-- -11--A.M. HOUR(L.S.T) ENDING AT

National Climatic Data Center Federal Building 151 Patton Avenue Asheville, North Carolina 28801