



Memorandum

DATE: June 26, 2008

TO: Aircraft Accident File DCA-FCF/AFSS-0026

cc:

FROM: Washington Hub (DCA) FCF/AFSS

SUBJECT: **INFORMATION:** Partial Transcript
Aircraft Accident, N7947M
Zanesville, OH., May 12, 2008

This transcription covers the Washington Hub (DCA) FCF/AFSS WS052 Position for the time period from May 12, 2008, 1147:08 UTC, to May 12, 2008, 1209:23 UTC.

Agencies Making Transmissions

Abbreviations

Washington Hub FCF/AFSS, WS052
Beechcraft Bonanza, N7947M

WS052
N7947M

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N7947M.


Diane LaFreniere
Quality Assurance Specialist
Washington Hub FCF/AFSS

1147:08	WS052	lockheed martin flight service
1147:10	N7947M	uh good morning lockheed november seven nine four seven mike i need to get a standard weather briefing for an i f r flight or two legs actually uh going from huntington hotel tango sierra to rochester uh romeo oscar sierra and then from there on to montreal charlie ya uh yuma uniform uh i mean charlie yankee uniform lima
1147:37	WS052	okay and
1147:38	N7947M	and departure at probably uh let's see nine thirty uh let me uh thirteen thirty in a bonanza a hundred and seventy knots uh (unintelligible) let's say seven thousand feet and be on uh be

on the ground in rochester probably about forty five minutes in flights two hours um i guess two hours and fifteen minutes from huntington to rochester and then an hour and twenty minutes from rochester on to montreal

1148:14	WS052	alright alright well first i'm gonna go from huntington to rochester then we'll rochester to uh uh montreal okay starting with the adverse conditions uh across the route of flight uh we do have runway seven and two five is closed at rochester just so you're aware of that
1148:41	N7947M	uh no sir
1148:43	WS052	alright so that's the runway's closed uh as far as the adverse conditions as weather wise out of your departure and pretty much all the way across your route we have an airmet zulu for moderate icing between the freezing level and flight level two zero zero and that's going to continue throughout the uh morning into the afternoon uh the freezing level at uh huntington tri state uh looks like about uh about six thousand feet or so and then up around rochester it's about five thousand feet um the with that uh moisture in the area and the cloud levels you got uh precip in cloud layers there there's a possible possibility for icing there at that altitude uh we also have airmet uh tango in affect across that route of flight uh it's gonna be for moderate turbulence uh below fifteen thousand feet and that pretty much is either over it or parallels that route of flight so today that gonna continue throughout the afternoon uh airmet sierra for mountain obscuration with those lower ceilings uh mountains occasionally obscured by clouds precip and mist and uh that's gonna continue um until uh twenty one uh zulu on the south into the uh west virginia area and then about uh fifteen zulu up in the northern uh new york area uh let's see also with that i've got an airmet sierra for i f r conditions ceilings below a thousand visibilities below three precipitation and mist and that's gonna continue um until uh until early afternoon there uh pretty much that's from right at your departure there into just around the elwood city area uh the current synopsis shows a low pressure on the uh eastern coast of virginia bringing on shore flow uh bringing that um moist air into the area they got uh precip across the route there uh i got a strong pressure gradient associated with that there's still some strong winds out there uh it won't it looks like it won't be till late this evening tomorrow until that high pressure moves in and you'll start to see better conditions uh going through the currents right now out of your departure uh looks there's some uh area of light precip to the uh east and to the south of there a little area there kind of catch charlie west south and then all the way into southern west virginia uh then across the route got some scattered areas and some some small lines of some light precip um right now just uh north or south of rochester um northeast of jamestown uh they got an area of uh light to occasionally embedded moderate precip

just a little bit there uh into rochester um that'll probably be moving to the uh moving um across the route still time of your arrival let me go and put it in motion and see which way it's going ---okay it looks like uh it looks like that stuff (unintelligible) that low pressure that counterclockwise flow it looks like it's kinda moving up there uh to the uh northwest uh so you'll probably have that across the route at the time of your arrival into rochester uh currently at huntington uh special metar wind two niner zero at niner gust one six wind variable between two six zero and three two zero visibility seven and ceiling nine hundred broken and one thousand six hundred overcast temperature one zero dew point eight altimeter two niner seven two uh looking across the route of flight showing (unintelligible) some light rain pretty much all the way across the route uh i got the visibilities ranging from uh mostly seven to ten we've got some low areas um one low area of some low visibilities around the parkersburg area uh visibilities one and three quarters of right light rain and mist and four hundred overcast ceiling other than that the ceilings uh it looks like they range from uh broken to scattered about two thousand feet and another broken to overcast from uh three to four thousand feet as you get more towards your destination you start seeing broken from four to seven thousand feet uh into rochester their wind one three zero at five visibility one zero few clouds at nine thousand ceiling fifteen thousand broken and twenty thousand overcast temperature one one altimeter two niner seven three uh and it says here in the remarks there's virga there as far as pilot reports go uh gee lot a flight level ones i got uh one over buffalo the one three five at ten miles a dash eight reported four thousand five hundred overcast temperature minus two i m c conditions from sixteen thousand all the way down to four thousand five hundred feet uh from buffalo approach i also have another one east of buffalo at twenty miles seven thousand feet by a b e fifty eight um reported at seven thousand feet temperature minus zero with light rime in the clouds and that was also from buffalo approach also there are some reports of some light rime icing to the east of buffalo

1154:02	N7947M	what was that wha what level was the guy at that was at um the the last one
1154:07	WS052	uh seven thousand feet so (unintelligible)
1154:09	N7947M	roger
1154:10	WS052	at altitude um and then the uh terminal there out of your departure from now until uh two o'clock this afternoon wind three zero zero at eight gust one six visibility uh greater than six and ceiling one thousand six hundred overcast uh if you go in the area forecast see if we can see any tops here uh west virginia uh southwestern half uh see they're forecasting

three thousand overcast tops at fifteen thousand and then until fifteen zulu visibility occasionally four to five with light rain showers and mist the northern half of west virginia uh they're forecasting two thousand to three thousand overcast tops to uh fifteen thousand visibility occasionally four to five with light rain showers and mist into western pennsylvania they're forecasting becoming around now and fifteen zulu four thousand overcast um and into new york uh western new york lake ontario area they're forecasting broken to overcast at four thousand layered to flight level two five zero visibility four to five with light rain and mist until two o'clock the terminal for rochester from now until sixteen zulu wind one two zero at seven visibility greater than six few clouds at fifteen thousand ceiling twenty thousand broken and twenty five thousand overcast uh they are forecasting at sixteen zulu twelve o'clock the wind for the wind to shift a little bit uh zero five zero at twelve visibility greater than six ceiling three thousand five hundred broken twelve thousand overcast uh winds aloft across that route of flight looks like they're forecasting um out of your departure area looks like at uh you want six and nine

1156:17 N7947M uh yeah cuz it's sounding more like i'm gonna when i file i'll file for five thousand

1156:23 WS052 okay you want three and six then

1156:25 N7947M yeah

1156:25 WS052 okay at three thousand uh three two zero at thirty five and at six thousand three four zero at twenty six uh it's not much difference there um in the in that area as far as six and nine uh up around the allegheny county area at three thousand zero eight zero at nineteen and at six thousand three four zero at sixteen and then uh up into the new york area looks like they're forecasting at three thousand zero five zero at twelve and then zero eight zero at thirteen at six thousand feet t f rs i do not believe i have anything across that route but let me double check---(unintelligible) see anything there as far as notams go at uh your departure runway three zero runway end identifier lights are out of service the two six ah er runway two eight i l s localizer is unmonitored at roe rochester uh runway one zero papi is out of service uh runway four and two two is now eight thousand one feet by a hundred fifty feet uh they say here um the vortac is out of service at rochester vortac from eleven to twenty three zulu so that's out now uh that's daily um and then runway seven and two five is closed that we talked about uh do we need any do you need any navaid outages or restrictions along your route

1158:09 N7947M ah no sir

1158:10	WS052	okay as far as
1158:11	N7947M	let's go back to the freezing level again
1158:13	WS052	okay
1158:14	N7947M	why was the freezing level did you have anything below seven thousand on the freezing level
1158:20	WS052	ah no not as far as pilot reports i did not have anything there
1158:26	N7947M	(unintelligible)
1158:26	WS052	um but let me go to another source here um because that uh that is widespread that uh airmet there uh so let me see if i have any reports within you know the general area this see these reports usually (unintelligible) in our system gives them right across the route---okay i have the reports uh parkersburg um at uh eleven thousand feet for temperature minus eight icing is light clear um then i have one in northern virginia let's see over winchester um eleven thousand feet also temperature minus nine with light rime um then i have one in the lancaster area also at twelve thousand feet for light rime temperature minus five uh the one at buffalo i gave you um and that is the only ones i have so they're all consistently from seven up i don't have anything below seven
1159:45	N7947M	alright are you showing that low pressure system continuing to blow to the east
1159:51	WS052	uh correct it uh should be it's going to be um see they have it forecasted uh off the coast there um by two o'clock this afternoon um and then by late this evening it's to be well off the coast and we've got a high pressure moving in that's going to dominate uh by tomorrow morning uh should see a lot better conditions in the morning there throughout the day tomorrow
1200:21	N7947M	okay alright
1200:25	WS052	do you need any taxiway closures at rochester
1200:28	N7947M	uh no

1200:30	WS052	okay any tower lights uh notams out
1200:33	N7947M	uh no sir
1200:34	WS052	alright then we want to go continue from rochester to uh montreal
1200:41	N7947M	uh yeah let's show us off of rochester at uh let's see ten fourteen sixteen seventeen about eighteen hundred zulu
1200:52	WS052	okay did you want to file a flight plan to rochester first---or are you just giving me
1200:59	N7947M	you know yeah yeah let's go ahead and do that
1201:01	WS052	okay uh let's see i f r seven nine four seven mike
1201:05	N7947M	correct (unintelligible) eight
1201:06	WS052	(unintelligible)
1201:08	N7947M	pardon a b e thirty five
1201:10	WS052	b e thirty five
1201:12	N7947M	yeah a beech thirty five slash g golf a hundred and seventy two knots departure point hotel tango sierra and let's make it uh fourteen hundred zulu and five thousand feet uh route of flight um let's see uh charlie tango whiskey victor one fifteen to johnstown which is uh juliet hotel whiskey and then direct destination rochester uh um (unintelligible)
1201:52	WS052	you said a you said um charlie tango whiskey to victor one one five you said johnstown or jamestown cuz johnstown
1201:59	N7947M	oh i'm sorry jamestown yeah
1202:00	WS052	jamestown okay
1202:01	N7947M	yes it's uh juliet hotel whiskey

1202:03	WS052	alright and then into rochester and how long en route
1202:06	N7947M	and then into rochester let's make it uh two hours and twenty minutes and uh no remarks um five and a half hours of fuel on board uh put down an alternate airport no we don't need an alternate airport though with the forecast um pilots name phillip clemmons c l e m m o n s aircraft home base three alpha one uh phone number [REDACTED] people on board white and blue
1202:46	WS52	okay can you uh repeat the spelling of your last name for me
1202:50	N7947M	c l e m m o n s
1202:55	WS052	okay let me put this on file alright and then we put you out of rochester going to charlie yankee
1203:11	N7947M	yeah it's goin to be from two twenty is sixteen twenty and uh an hour would be seventeen twenty mark it down as seventeen hundred out of rochester
1203:25	WS052	seventeen hundred okay and then uh you
1203:29	N7947M	and *(why don't we go ahead and) put in the flight plan for rochester since we're here
1203:33	WS052	okay
1203:35	N7947M	okay and the route of flight there uh now *(let's) mark that one down at uh put that one down at yeah five thousand feet
1203:45	WS052	okay
1203:46	N7947M	and then the route of flight lorth uh lima oscar romeo tango hotel then victor two then magen mike alpha golf echo november then bruin bravo romeo uniform india november then victor twenty nine to massena which is mike sierra sierra and then direct to charlie yankee uniform lima and mark that one down as an hour and a half and no remarks uh back to five and a half hours of fuel on board still two people same information---i know that forecast is going to look a lot better

1204:42	WS052	alright um and we still got that airmet tango across that route but it looks actually you you're mostly clear at at that time starting paralleling you to the east from syracuse and kinda goes over to uh montpelier and vermont new hampshire area uh so you'll be going to the north um you'll be out of that airmet zulu after rochester uh you got most the moisture is going to be to the south of you um as far as the currents uh currently right now at uh montreal their wind zero six zero five visibility three zero and ceiling twenty four thousand broken temperature one two dew point three altimeter two niner eight seven uh and it looks like pretty much clear below one two thousand across the route there so it starts to be pretty nice up there more to the north uh pilot reports across that part of the route uh just got high level there also the terminal for montreal um see right now they have uh becoming around twelve to fourteen zulu wind zero six zero at twelve that's all they have under that they said next forecast by fifteen zulu (unintelligible) maybe they have a little be i don't know what's going on up there uh right now it's this morning before now they had visibility greater than six and ceiling twenty four thousand broken forecasted uh so you might have that it might be the new update at fifteen zulu here uh let's see is there anything close to that uh there (unintelligible)
1206:26	N7947M	oh plattsburg uh massena watertown
1206:30	WS052	watertown they're uh it looks like they're forecasting uh let's see fifteen thousand scattered and visibility greater than six pretty much throughout this afternoon wind zero four zero at ten so it doesn't look too bad there as far as you get to north of rochester you should be pretty good uh winds aloft up there across that route um it looks like at uh three thousand feet it's going to be zero eight zero at eighteen and at six thousand zero nine zero at twenty two temperature minus one and then uh let's see as far as notams there that i show i got the runway five i l s or d m e for two four right the profile view one point six d m e fix should be located at runway thresholds for secondary track missed approach point vice at the primary track missed approach point uh (unintelligible) charlie zulu uniform lima zulu reduce system capacity anticipated traffic demand i f r training flight v f r flight may be anticipate delays and restrictions in the montreal terminal airspace and the montreal class c airspace if you (unintelligible) there uh i've got a phone number here do you want to call or no
1207:58	N7947M	no i don't think that cuz it's not a training flight
1208:00	WS052	yeah uh i got a crane here um see approximately two thousand four hundred and fourteen feet before the threshold of six right one thousand nine hundred and forty two feet left of the extended runway centerline hundred fifty eight feet a g l and two hundred six feet m s l lighted and painted uh see amendment uh cat

five low visibility appro uh arrival rate change quote and will taxi
runway six left unquote to read and will taxi runway zero six right
i don't know if that made any sense to you i got

1208:44 N7947M (unintelligible)

1208:44 WS052 i got another crane there um and then uh that's about it now also
uh you might want to check the data as soon as practical after
entering foreign airspace as our international data may be
inaccurate or incomplete um and that is all i have for you is there
anything else i can get for you any questions on anything

1209:11 N7947M no that's it you've been very helpful thank you very much

1209:14 WS052 no problem if you need any updates sir as you're going up to
rochester uh flight watch one twenty two point zero and we do
appreciate any pilot reports and you have a safe flight sir

1209:22 N7947M alright thank you have a good day

1209:23 WS052 bye bye

End of Transcript

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