National Transportation Safety Board

FACTUAL REPORT
AVIATION

NTSB Accident/Incident Number

A T L 0 3 F A 0 4 1

Supplement B -- Cockpit Documentation, Single and Twin Reciprocating Engine and Unpowered Aircraft

1 Cockpit Secured, Readings Not Pertinent		Yes (Go	2 Cockpit/Instrument Panel Destroyed		Yes (Go to

Cockpit Instrument Indication — *Enter direct in appropriate category*

Flight Instruments

Item	Reading/Setting
Directional Gyro	Destroyed
Altitude Indicator	Destroyed
Electric Turn & Bank	Destroyed

Engine/System Instruments

Item	Reading/Setting
Vacuum Pump	Shaft sheared
Left Fuel Indicator	Destroyed
Fuel Pressure	15 psi
Right Fuel Indicator	Full
Oil Pressure	70 psi
Oil Temperature	250 Degress
Altimeter Kollsman	30.06

Comm/Nav Equipment

Item	Frequency/Remark
Nav	118.6 to 118.62
Comm	115. to 114.

Miscellaneous

Item	Remark
Throttle	Full in

National Transportation Safety Board

FACTUAL REPORT
AVIATION

NTSB Accident/Incident Number

A T L 0 3 F A 0 4 1

Supplement B -- Cockpit Documentation, Single and Twin Reciprocating Engine and Unpowered Aircraft (continued)

3 Navigational Equipment/Displays Installed *(Multiple entry)*

- 1 ☐ OMNI Head(s)
- 2 ☐ Glide Slope
- 3 ☐ HSI
- 4 ☐ Flight director
- 5 ☐ RMI
- 6 ☐ RNAV
- 7 ☐ LORAN/Omega/INS
- 8 ☐ DME
- 9 ☐ ADF
- 10 ☐ Marker beacons
- A ☐ Other

4 Autopilot

- 1 ☒ Not installed
- 2 ☐ Engaged
- 3 ☐ Not engaged
- A Other

5 Digital Electronic/ Nav/Com Displays

- 1 ☒ Not installed
- 2 ☐ Installed
- A Other

6 Primary Altimeter Type

- 1 ☐ Counter - pointer
- 2 ☐ Drum - pointer
- 3 ☒ 3 - pointer
- 4 ☐ 2 - pointer
- A Other

7 Standby Altimeter Installed

- 1 ☐ Yes
- 2 ☒ No
- A Other

8 Radar Altimeter Installed

- 1 ☐ Yes
- 2 ☒ No
- A Other

9 Transponder

- 1 ☐ Not installed
- 2 ☐ Installed - not used
- 3 ☒ Installed - used
- 4 ☐ Installed - used - Altitude encoding
- A Other

10 Attitude Indicator Installed

- 1 ☒ Yes
- 2 ☐ No
- A Other

11 Attitude Indicator Power Source *(Multiple entry)*

- 1 ☒ Pressure/vacuum system
- 2 ☐ Pressure/vacuum system - with backup power source
- 3 ☐ Electrical
- 4 ☐ Standby indicator with alternate power source
- A Other

12 Type of Stall Warning Indicator

- 1 ☐ None
- 2 ☐ Visual/light
- 3 ☐ Visual/gauge
- 4 ☒ Aural
- 5 ☐ Stickshaker
- A Other

13 Weather Radar/Detection Equipment

- 1 ☒ Not installed
- 2 ☐ Installed - on
- 3 ☐ Installed - off
- 4 ☐ Installed, on/off unknown
- A Other

14 Type Weather Radar/Detection Equipmen *(Multiple entry)*

1 ☐ Storm Scope ☐ 2 Black and white radar ☐ 3 Color radar A

Electrical System Switches

18 ☐ **Switches Destroyed/In** *(Go to block 56)*

19 ☐ **Switch Positions Not P** *(Go to block 56)*

Switch/Item	1 Not Installed	2 On	3 Off	A Other	Pertinent Setting/Remark
20 Electrical Master					DESTROYED
21 Battery					DESTROYED
22 #1 Gen/Alternator					
23 #2 Gen/Alternator					
24 Inverter	X				
25 Avionics Master					
28 Pitot Heat	X				
29 Ice Protection	X				
30 Propeller Deice/Anti-ice	X				
31 Windshield Deice	X				
32 Windshield Anti-ice	X				
33 Airframe Deice	X				
36 Cabin Air/Fan					
37 Cabin Heater					
38 Air Conditioner	X				
39 Cabin Presure Altitude	X				

National Transportation Safety Board

FACTUAL REPORT
AVIATION

NTSB Accident/Incident Number

A T L 0 3 F A 0 4 1

Supplement B -- Cockpit Documentation, Single and Twin Reciprocating Engine and Unpowered Aircraft (continued)

Electrical System Switches (continued)

Switch/Item	1 Not Installed	2 On	3 Off	A Other	Pertinent Setting/Remark
40 Cabin Pressure Temperature	X				
41 Crew Oxygen	X				
42 Cabin/Passenger Oxygen	X				
45 Taxi Lights				DESTROYED	
46 Landing Lights				DESTROYED	
47 Rotating Beacon				DESTROYED	
48 Strobes	X				
49 Navigation Lights		X			
50 Instrument Panel Lights					
51 Cockpit/Storm Lights	X				
52 Cabin Lights	X				
53 ELT Remote	X				

Engine Controls No. 1 Engine

56 ☐ Engine Control Positions Not Pertinenet *(Go to block 65)*

57 Throttle Position
1 ☐ Not installed
2 ☒ Full forward
3 ☐ Midrange
4 ☐ Idle
A Other

58 Propeller
1 ☐ Not installed
2 ☐ Fullincrease (Low pitch)
3 ☐ Midrange
4 ☐ Full decrease (High pitch)
5 ☐ Feather
A Other

59 Mixture
1 ☐ Not installed
2 ☐ Full rich
3 ☐ Midrange
4 ☐ Idle cutoff
A Other DESTROYED

60 Carburetor Heat
1 ☐ Not installed
2 ☐ Full on
3 ☐ Partial
4 ☐ Off
A Other DESTROYED

61 Alternate Air
1 ☒ Not installed
2 ☐ Open
3 ☐ Closed
4 ☐ Midrange
A Other

62 Cowl Flaps
1 ☒ Not installed
2 ☐ Open
3 ☐ Closed
4 ☐ Midrange
A Other

63 Magneto Switch Position
1 ☐ Not installed
2 ☐ Both
3 ☐ Left
4 ☐ Right
5 ☐ Off
6 ☐ Start
A Other DESTROYED

64 Throttle Friction
1 ☐ Not installed
2 ☐ Tight
3 ☐ Loose
A Other DESTROYED

Engine Controls No. 2 Engine

65 ☐ Engine Control Positions Not Pertinenet *(Go to block 74)*

66 Throttle Position
1 ☐ Not installed
2 ☐ Full forward
3 ☐ Midrange
4 ☐ Idle
A Other

67 Propeller
1 ☐ Not installed
2 ☐ Fullincrease (Low pitch)
3 ☐ Midrange
4 ☐ Full decrease (High pitch)
5 ☐ Feather
A Other

68 Mixture
1 ☐ Not installed
2 ☐ Full rich
3 ☐ Midrange
4 ☐ Idle cutoff
A Other

69 Carburetor Heat
1 ☐ Not installed
2 ☐ Full on
3 ☐ Partial
4 ☐ Off
A Other

National Transportation ety Board

FACTUAL REPORT AVIATION

3 Accident/Incident Number

A T L 0 3 F A 0 4 1

Supplement B -- Cockpit Documentation, Single and Twin Reciprocating Engine and Unpowered Aircraft (continued)

Engine Controls No. 2 Engine (continued)

61 Alternate Air
1 ☐ Not installed
2 ☐ Open
3 ☐ Closed
4 ☐ Midrange
A Other

62 Cowl Flaps
1 ☐ Not installed
2 ☐ Open
3 ☐ Closed
4 ☐ Midrange
A Other

63 Magneto Switch Position
1 ☐ Not installed
2 ☐ Both
3 ☐ Left
4 ☐ Right
5 ☐ Off
6 ☐ Start
A Other

64 Throttle Friction
1 ☐ Not installed
2 ☐ Tight
3 ☐ Loose
A Other

Landing Gear Controls/Indicators, Flight Controls/Indicators, and Fuel Selectors/Pumps

74 Landing Gear Control
1 ☐ Not installed
2 ☐ Up
3 ☐ Down
4 ☐ Off
A Other DESTROYED

75 Landing Gear Indicator
1 ☐ Not installed
2 ☐ Up
3 ☐ Down
4 ☐ Transit/unsafe
A Other DESTROYED

76 Trailing Edge Flap System
1 ☒ Not installed
2 ☐ Manual
3 ☐ Electric
4 ☐ Hydraulic
A Other

77 Trailing Edge Flap Control
1 ☒ Not installed
2 ☐ Up
A Down _____
deg.

78 Trailing Edge Flap Indicator
1 ☒ Not installed
2 ☐ Up
A Down _____
deg.

79 Speed Brake Control
1 ☒ Not installed
2 ☐ Stowed
3 ☐ Deployed
A Other

80 Spoiler Control
1 ☒ Not installed
2 ☐ Stowed
3 ☐ Deployed
A Other

81 Dual Controls
1 ☐ Not installed
2 ☒ Installed
A Other

82 Throwover Control Yoke/Position
1 ☒ Not installed
2 ☐ Left
3 ☐ Right
4 ☐ Intermediate
A Other

83 Elev/Stab Trim Control
(Multiple entry)
1 ☐ Not installed
2 ☒ Manual
3 ☐ Electric
A Other

84 Elev/Stab Trim Indicator
1 ☒ Not installed
2 ☐ Up
3 ☐ Down
4 ☐ Neutral
A Other

85 Aileron Trim Control
(Multiple entry)
1 ☒ Not installed
2 ☐ Manual
3 ☐ Electric
A Other

86 Aileron Trim Indicator
1 ☒ Not installed
2 ☐ Left
3 ☐ Right
4 ☐ Neutral
A Other

87 Rudder Trim Indicator
1 ☒ Not installed
2 ☐ Left
3 ☐ Right
4 ☐ Neutral
A Other

88 Fuel Selector Position(s) *(Multiple entry)*
1 ☐ Left Main #1 ☐
2 ☐ Right #1 ☐
3 ☐ Both - Engine #2 ☐
7 ☐ Forward ☐
8 ☐ Aft ☐
9 ☐ External tank ☐
13 ☐ On - Engine ☐
14 ☐ Off Engine ☐
15 On

89 Fuel Boost Pump, Engine #1
1 ☐ Not installed
2 ☐ On
3 ☐ High
4 ☐ Low
5 ☐ Off
A Other

90 Fuel Boost Pump, Engine #2
1 ☐ Not installed
2 ☐ On
3 ☐ High
4 ☐ Low
5 ☐ Off
A Other

91 Fuel Transfer Pump
1 ☐ Not installed
2 ☐ On
3 ☐ High
4 ☐ Low
5 ☐ Off
A Other

92 Primer, Engine #1
1 ☐ Not installed
2 ☐ On
3 ☐ High
4 ☐ Low
5 ☐ Off
A Other

93 Primer Engine #2
1 ☐ Not installed
2 ☐ On
3 ☐ High
4 ☐ Low
5 ☐ Off
A Other

ATCT-02
N5587P

Memorandum

U.S. Department
of Transportation

**Federal Aviation
Administration**

Subject: **INFORMATION**: Partial Transcript; Aircraft Accident; N5587P; Florence, SC; February 6, 2003

Date: November 3, 2003

From: Florence ATCT

Reply to
Attn. of:

To: Aircraft Accident File FLO-ATCT-024

This transcription covers the Florence ATCT Approach Control position for the time period from February 6, 2003, 2333 UTC, to February 6, 2003, 2359 UTC.

Agencies Making Transmissions	Abbreviations
Piper Comanchee N5587P	N5587P
Florence ATCT, Radar South	RS
Florence ATCT, Local Control	LC
Florence ATCT, Radar Coordinator	CI

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N5587P:

Barbara J. Green
Support Specialist
Florence ATCT

2333
2334
2335
2336
2337
2338

2338:44 N5587P good evening florence approach comanchee eight seven papa with you descending to five fifty three hundred descending to five thousand

2338:50 RS comanchee five five eight seven pop florence approach roger altimeter three zero one two

2338:54 N5587P three zero one three eight pop thank you
2339
2340
2340:08 RS i'm ready i got the i l ss

2340:10 RS alright thirty you got all this thirty three sixty six direct chesterfield thirty four twenty three is pulled back to one eighty getting two eighty speed twenty five he's left twenty degrees pulled back to one eighty descending to ten he wants to land at bennetsville has no information

2340:22 RS alright j b

2340:23 RS r c

2340:29 RS ah seven eight seven papa the weather at florence is ah six miles light rain ceiling six hundred broken ah one thousand two hundred broken one thousand seven hundred overcast and actually ah the ceilings starting to come down now we're showing six hundred overcast on the asos

2340:50 N5587P ah roger that eight seven papa

2340:55 RS november eight seven papa what approach would you like into bennetsville

2341
2341:05 N5587P and approach do you have information on the conditions up north ah in the pendalton area in there are any conditions v f r would there

2341:14 RS say that again

2341:15 N5587P any area of v f r conditions up north sir

2341:19 RS o k ah all i have is the florence weather and we are showing six hundred overcast

2341:51 RS november eight seven papa if you want to listen to the darlington asos ah and darlington is only about ah twelve miles to the southwest of bennettsville it's one one nine point nine two

2342
2342:02 N5587P o k nineteen ninety two can we get a frequency change momentarily

2342:05 RS roger that just ah report back

2343
2343:35 N5587P and approach ah comanche seven papa back with you sir any ah better areas of weather ah further up north of bennettesville sir

2343:47 RS ah let me call fayetteville

2343:49 N5587P thank you sir appreciate it

2344
2344:21 RS alright the ah weather at fayetteville they're showing few clouds at seven hundred broken at two thousand eight hundred ah and then up at raleigh it it's gets worst they're calling two hundred overcast there

2344:35 N5587P o k then sir approximate d m e ah to fayetteville sir from present position

2345
2345:08 RS about ah fifty nine miles

2345:13 N5587P o k so we'd like to go to fayetteville sir ah for eight seven papa

2345:19 RS november five five eight seven papa you are now cleared present position direct fayetteville what you could do is just fly da florence v o r join victor fifty six that's the zero four three radial that will take you direct

2345:32 N5587P ah standby eh eight seven papa sir
2346
2347
2347:21 RS november eight seven papa are you gonna go to fayetteville or ah what's your plan

2347:26 N5587P yes sir we'd like to go to fayetteville

2347:28 RS roger turn right heading of ah zero seven zero to join the airway

2347:31 N5587P zero seven zero to join the airway eh eight seven papa

2347:34	RS	november eight seven papa descend and maintain five thousand
2347:37	N5587P	descend and main five thousand and can we go get that clearance again and sir you said cleared to fayetteville present position ah how was that
2347:43	RS	um join the im gonna just vector you to join victor fifty six ah your slant uniform right
2347:53	N5587P	victor fifty six ah eight seven papa
2347:57	RS	and victor fifty six off the florence v o r is the ah zero four three radial just join the airway and that will take you direct to Fayetteville
2348		
2349		
2349:26	RS	november eight seven papa say altitude
2349:38	RS	november eight seven papa altitude indicates eight hundred feet climb and maintain six thousand or ah five thousand
2349:55	RS	november eight seven papa if you are having problems ident
2349:59	N5587P	november eight seven papa standby sir
2350		
2350:03	LC	i'm watching him
2350:12	RS	november eight seven papa the florence airport is at your ah twelve o'clock now and five miles if you see the airport dah just key your mike twice
2350:31	N5587P	o k sir we need a heading for eight seven papa please
2350:33	RS	eight seven papa fly heading of one three zero
2350:36	N5587P	one three zero eight seven papa we are holding heading of one three one three zero right now and we are one thousand eight hundred ah climbing

2350:43 RS eight seven papa your altitude is fine sir you can just maintain two thousand if you need to

2350:47 N5587P ah roger that eight seven papa thank you

2350:51 RS november eight seven papa you having problems can you ah you want to land at florence

2350:55 N5587P ah sir we need the closest weed field to land sir

2350:59 RS eight seven papa you can expect to land at florence it's ah five miles from fly heading of one two zero one two zero

2351
2351:06 N5587P one two zero eight seven papa

2351:14 N5587P and sir eight seven papa ah er disregard

2351:20 RS november ah eight seven papa fly heading zero nine zero looks like you are still northeast bound sir i need you zero nine zero due east bound

2351:41 N5587P and sir eight seven papa requesting a no gyro approach

2351:43 RS eight seven papa you can expect that sir ah turn right now turn right maintain present altitude

2351:50 N5587P turn right maintain present altitude eight seven papa

2352
2352:17 RS november eight seven papa just verify you are in the turn now

2352:21 N5587P ah yes sir turning right sir now ah eight seven papa

2352:31 RS november eight seven papa can you maintain your present altitude without any problems

2352:36 N5587P ah sir we are having a hard time between two thousand three hundred

2352:39 RS that's fine sir just anywhere in that area is fine just just verify you will be able to maintain ah altitude

2353

2353:02 RS november eight seven papa stop turn

2353:15 RS november eight seven papa radar contact lost if you hear me ca click your mike

2353:29 CI local coordinator

2353:29 CI local

2353:30 CI looks like we lost him go ahead and call the alert three

2353:32 LC alright

2353:32 CI r c

2354

2355

2356

2357

2358

2359

End of Transcript

FLO-ATCT-024
N5587P

RIS: AT 8020-6

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT

REPORT DATE: February 11, 2003

REPORT NO.: FLO-ATCT-024

NAME OF REPORTING FACILITY: Florence (FLO) ATCT

1. AIRCRAFT TYPE AND IDENTIFICATION	2. DATE/TIME OF ACCIDENT (GMT)	3. LOCATION OF ACCIDENT
Piper Aircraft Corporation, PA24/U, N5587P	February 6, 2003, 2353 UTC	Florence, SC

4. NATURE OF ACCIDENT	5. TYPE OF FLIGHT
Crashed	General Aviation, I F R Flight Plan

6. FLIGHT CREW

NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY
Andreas Wolfgang Gunzel	Pilot	Daytona Beach, Florida			X

7. PASSENGER DATA

(If available, list names, addresses, extent of injuries, and other information on continuation sheet.)

NUMBER ABOARD AIRCRAFT	NUMBER UNINJURED	NUMBER INJURED	NUMBER FATALITIES
2	0	0	2

8. AIRCRAFT DAMAGE	9. PROPERTY DAMAGE
Destroyed	Unknown

10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS

Normal

11. WEATHER DATA

CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT

Florence METAR 1853 EST: wind zero five zero at nine visibility four light rain ceiling six hundred broken one thousand five hundred overcast temperature zero three dewpoint minus zero one altimeter three zero one two

REPORT JUST PRIOR TO ACCIDENT	DATE/TIME
Florence METAR 1853 EST: wind zero five zero at nine visibility four light rain ceiling six hundred broken one thousand five hundred overcast temperature zero three dewpoint minus zero one altimeter three zero one two	2-6-03 / 2353 UTC
FIRST REPORT SUBSEQUENT TO ACCIDENT	DATE/TIME
Florence SPECI 1900 EST: wind zero four zero at one zero visibility four light rain ceiling six hundred broken one thousand five hundred overcast temperature zero three dewpoint minus zero one altimeter three zero one one	2-7-03 / 0000 UTC

12. ATS PERSONNEL INVOLVED

NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS
Rene L. Blanco *(RC)	FLO ATCT	Radar South and Watch Controller-in-Charge	
Jeffery D. Butler (JB)	FLO ATCT	Radar South	
David C. Wilson (SA)	FLO ATCT	Local Control	
* (Operating Initials)			

13. SIGNATURE OF FACILITY CHIEF

Esther Sawyer

FLO-ATCT-024
N5587P

DEPARTM. OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE	REPORT NO.
FEBRUARY 6, 2003	FLO-ATCT-024
NAME OF REPORTING FACILITY	
SANFORD (SFB) ATCT	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

FEBRUARY 6, 2003

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED

2131 - N5587P called SFB ground control from Avion Jet Center for taxi instructions for a northeast departure.

2132 - SFB ground control taxied N5587P to runway 9L at intersection Bravo 1.

2137 - N5587P called local control 1 for departure.

2143 - Local control 1 cleared N5587P for takeoff.

2146 - N5587P was given a frequency change.

No More Follows

FLO-ATCT-024
N5587P

DEPA[IT OF T[SPORTATION
FEDERA[IATION ADMINISTRATION

REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE: February 10, 2003
PORT NO.: LO-ATCT-024
NAME OF REPORTING FACILITY: Daytona Beach (DAB) ATCT

14. CHRONOLOGICAL SUMMARY OF FLIGHT (*Including control or other services provided by ATS facilities, and emergency action taken.*)

February 6, 2003

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2147- N5587P contacted Daytona Beach Arrival Radar Mateo (AR-M) 12 miles northeast of Sanford Airport climbing thru 3500 feet. N5587P requested an IFR clearance to KBBP (Bennetsville, South Carolina).

2149 - AR-M issued N5587P transponder code 4264.

2150 - AR-M radar identified N5587P 25 miles south of Ormond and issued an IFR clearance to BBP via V437 as filed, maintain 9000 feet and issued Daytona Beach altimeter 3001. N5587P read back the clearance.

2157 - AR-M advised N5587P mode C indicating 200 feet high. AR-M restated maintain 9000 and issued traffic at 10,000 feet.

2158 - N5587P acknowledged level at 9000 feet.

2209 - AR-M advised N5587P indicated 2 miles east of airway. AR-M instructed N5587P turn left 15 degrees and rejoin the airway.

2210 - AR-M instructed N5587P to contact Jacksonville Approach on frequency 119.0.

2210 - AR-M advised Jacksonville Approach N5587P turning to join the airway.

No More Follows

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **REPORT OF AIRCRAFT ACCIDENT** (Continuation Sheet)	REPORT DATE February 11, 2003	REPORT NO. FLO-ATCT-024
	NAME OF REPORTING FACILITY Jacksonville (JAX) ATCT	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

February 6, 2003

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2210 - N5587P checked into JAX ATCT East Radar (E) sector at 9,000 feet and was given the JAX altimeter.

2226 - N5587P advised to contact ZJX ARTCC on frequency 126.75.

NO MORE FOLLOWS

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **REPORT OF AIRCRAFT ACCIDENT** (Continuation Sheet)	REPORT DATE February 11, 2003	REPORT NO. FLO-ATCT-024
	NAME OF REPORTING FACILITY ST PETERSBURG AFSS (PIE)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

February 6, 2003

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2216 - The pilot of N5587P called St. Petersburg AFSS by telephone and requested to file an IFR flight plan from Ormond Beach, FL (OMN) to Bennettsville, S.C (BBP).

NO MORE FOLLOWS

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **REPORT OF AIRCRAFT ACCIDENT** (Continuation Sheet)	REPORT DATE February 11, 2003	REPORT NO. FLO-ATCT-024
	NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT (*Including control or other services provided by ATS facilities, and emergency action taken.*)

February 6, 2003

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2227 - N5587P made initial contact with Jacksonville Center (ZJX), sector R53, and reported level at nine thousand feet. R53 issued the Brunswick altimeter setting of three zero zero two.

2228 - N5587P requested a descent to seven thousand feet.

2229 - R53 cleared N5587P to descend and maintain seven thousand feet.

2232 - N5587P requested to maintain eight thousand feet. R53 advised N5587P that he needed to assign him an "odd" altitude; either seven or nine thousand feet. N5587P accepted clearance to seven thousand feet.

2244 - R53 instructed N5587P to contact Savannah Approach on 120.4 mHz.

No More Follows

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE	ORT NO.
02/27/03	FLO-ATCT-024

NAME OF REPORTING FACILITY
Savannah ATCT (SAV)

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

February 6, 2003

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFICED

2243 - Savannah South Radar accepted a handoff from Jacksonville ARTCC on N5587P.

2253 - Savannah South Radar initiated a handoff to MCAS Beaufort.

NO MORE FOLLOWS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE	REPORT NO.
February 12, 2003	FLO-ATCT-024

NAME OF REPORTING FACILITY

MCAS Beaufort TRACON (NBC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

February 6, 2003

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2253 - MCAS Beaufort approach control accepts radar hand-off from Savannah approach control for N5587P.

2259 - N5587P checks in with Beaufort approach control level at 7,000 feet.

2259 - Beaufort approach control issues Beaufort altimeter 3002 to N5587P.

2259 - N5587P acknowledges Beaufort altimeter 3002.

2308 - Beaufort approach control accomplishes radar hand-off with Charleston approach control for N5587P.

2308 - N5587P acknowledges communications transfer to Charleston approach control on 120.7.

No More Follows

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE: February 13, 2003
REPORT NO.: FLO-ATCT-024
NAME OF REPORTING FACILITY: Charleston (CHS) ATCT

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

February 6, 2003

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED

2308 – N5587P was handed off to Charleston Approach from Beaufort Approach, communications transferred, and the pilot of N5587P called Charleston Approach advised he was level at seven thousand and was issued the altimeter setting.

2318 – N5587P requested descend to five thousand and was assigned five thousand.

2322 – Charleston Approach again assigned five thousand to N5587P.

2328 – N5587P was handed off via automation to Myrtle Beach Approach and the pilot was instructed to contact Myrtle Beach Approach three times before the pilot acknowledged.

No More Follows

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **REPORT OF AIRCRAFT ACCIDENT** (Continuation Sheet)	REPORT DATE February 10, 2003	REPORT NO. FLO-ATCT-024
	NAME OF REPORTING FACILITY Myrtle Beach (MYR) ATCT	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

February 6, 2003

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2329 - N5587P reported level at five thousand feet on Myrtle Beach frequency 127.4.

2330 - Myrtle Beach informed N5587P that his transponder appeared inoperative and advised him to reset transponder and squawk four two six four.

2332 - Myrtle Beach informed N5587P that his transponder appeared inoperative and advised him to reset transponder and squawk four two six four.

2333: - Myrtle Beach informed N5587P that his transponder still appeared inoperative and to turn transponder off and then back on.

2334 - Myrtle Beach advised N5587P that his transponder appeared intermittent.

2337 - N5587P acknowledged instructions to contact Florence approach on frequency 118.6.

2338 - N5587P asked Myrtle Beach if Florence frequency was 118.67 and was advised that Florence frequency was 118.6.

NO MORE FOLLOWS

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 11, 2003	REPORT NO. FLO-ATCT-024
	NAME OF REPORTING FACILITY Florence (FLO) ATCT	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

February 6, 2003

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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2338 – N5587P checked in with Florence Approach at fifty three hundred descending to five thousand. Florence Approach issued altimeter of three zero one two. N5587P acknowledge altimeter.

2340 – Florence Approach issued the Florence weather to N5587P and N5587P acknowledge.

2340 – Florence Approach asked N5587P what approach would he like at Bennettsville.

2341 – N5587P asked Florence Approach for information on conditions up north in the Pendalton area, if there were any VFR conditions.

2341 – Florence Approach told N5587P that Florence was showing six hundred overcast and gave him the frequency to listen to the Darlington weather.

2342 – N5587P acknowledge the information and requested a frequency change. Florence Approach approved the frequency change.

2343 – N5587P checked back in with Florence Approach and asked if there were any better weather areas north of Bennettsville. Florence Approach said he would check Fayetteville.

2344– Florence Approach told N5587P that the Fayetteville weather was few clouds a seven hundred broken at two thousand eight hundred and Raleigh was calling two hundred overcast.

2344 – N5587P request DME from Fayetteville.

2345 – Florence Approach told N5587P about fifty-nine miles.

2345 – N5587P requested to go to Fayetteville.

2345– Florence Approach issued N5587P a clearance to Fayetteville via the Florence VOR victor fifty-six on the zero four three radial. N5587P told Florence Approach to stand-by.

2347 – Florence Approach asked N5587P if he was going to Fayetteville or what was the plan. N5587P said he would go to Fayetteville. Florence Approach issued clearance to turn right heading zero seven zero to join the airway. N5587P read back zero seven zero to join the airway.

2347 – Florence Approach issued clearance to N5587P to descend and maintain five thousand. N5587P acknowledge and requested the clearance again for Fayetteville.

2347 – Florence Approach issued a clearance for Fayetteville.

2347 – N5587P read back victor fifty-six.

2347 – Florence Approach told N5587P that victor fifty-six is off of the Florence VOR on the zero four three radial to join the airway and that would go direct to Fayetteville.

2349 – Florence Approach asked N5587P to say altitude.

2349 – Florence Approach told N5587P that his altitude indicates eight hundred feet, climb and maintain six thousand, no five thousand.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **REPORT OF AIRCRAFT ACCIDENT** (Continuation Sheet)	REPORT DATE February 11, 2003	REPORT NO. FLO-ATCT-024
	NAME OF REPORTING FACILITY Florence (FLO) ATCT	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(Including control or other services provided by ATS facilities, and emergency action taken.)*

February 6, 2003

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UNLESS OTHERWISE SPECIFIED

2349 – Florence Approach told N5587P to ident if he was having problems.

2349 – N5587P told Florence Approach to standby.

2350 – Local Control advised the Radar Coordinator that he was watching N5587P.

2350 – Florence Approach told N5587P that the Florence Airport was twelve o'clock and five miles and if he saw it to key his mike twice.

2350 – N5587P advised that he needed a heading.

2350 – Florence Approach issued heading of one three zero.

2350 – N5587P advised that he was holding a heading of one three zero his altitude was one thousand eight hundred climbing.

2350 – Florence Approach told N5587P that the altitude was fine and to maintain two thousand if he needed to.

2350 – N5587P said thank you.

2350 – Florence Approach asked N5587P if he was having problems and want to land at Florence.

2350 – N5587P advised that he needed the closest field to land sir.

2350 – Florence Approach told N5587P to expect to land at Florence, the airport is five miles, fly heading one two zero.

2351 – N5587P read back one two zero.

2351 – N5587P called Florence Approach and said disregard.

2351 – Florence Approach advised N5587P to fly heading zero nine zero, looks like he was still northeast bound.

2351 – N5587P requested a no-gyro approach.

2351 – Florence Approach told N5587P to expect that, turn right now and maintain present altitude.

2351 – N5587P acknowledged turn right and maintain present altitude.

2352 – Florence Approach asked N5587P to verify that he was in the turn.

2352 – N5587P said yes turning right now.

2352 – Florence Approach asked N5587P if he could maintain present altitude without any problems.

2352 – N5587P said he was having a hard time between two thousand three hundred.

2352 – Florence Approach told N5587P that the altitude was fine and to verify that he could maintain the altitude.

2353 – Florence Approach advised N5587P to stop turn.

2353 – Florence Approach advised N5587P radar contact lost, if you hear me click your mike

2353 – Radar Coordinator advised Local Control to call an alert three.

No More Follows