

SECTION 9.
Transcriptions of Voice Recordings

ILM-ATCT-0143
N455RC



Federal Aviation Administration

Memorandum

Date: November 03, 2009
To: Aircraft Accident File ILM-ATCT-0143
From: Wilmington (NC) Airport Traffic Control Tower
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N455RC
Magnolia, NC, October 05, 2009

This transcription covers the Wilmington (NC) Airport Traffic Control Tower (ATCT) GC GC position for the time period from October 05, 2009, 1612 UTC, to October 05, 2009, 1630 UTC.


Agencies Making Transmissions

Abbreviations

HXB (RV6), N455RC
Wilmington ATCT, Ground Control
Wilmington ATCT, Local Control

N455RC
GC
LC

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N455RC.


Kevin M. Graffius
Support Specialist
Wilmington (NC) ATCT

1612
(1613-1616)
1617

1617:14 N455RC wilmington ground experimental four five five romeo
charlie

1617:26 GC experimental four five five romeo charlie wilmington
ground

1617:30 N455RC experimental four five five romeo charlie is at the air
wilmington ramp ready to ground taxi with a departure
zero zero nine degrees the uh destination will be
franklin county louisburg north carolina

1617:49 GC experimental four five five romeo charlie uh say three

letter identifier for the airport.

1617:58 N455RC arriving airport will be lima hotel zulu franklin county

1618:06 GC experimental five romeo charlie departure frequency one three five point seven five uh taxi via alpha bravo to uh juliet alpha bravo juliet to runway six and hold short of runway six at juliet. expect a back taxi

1618:28 N455RC uh ground four five five romeo charlie copy that and uh i'll ask for a progressive i think since i'm new to this field i'm at the ramp right now with strobes flashing

1618:41 GC experimental five romeo charlie as you exit the ramp make a right on alpha and a right turn on bravo and actually that uh traffic at the end of the runway is uh due to depart at any second so just make a right on alpha right on bravo and taxi all the way to the end of runway six

1619

1619:01 N455RC okay then five romeo charlie copy that

1619:57 GC experimental five romeo charlie say altitude
1620

1620:01 N455RC altitude two thousand

1620:50 GC experimental five romeo charlie squawk four six seven three

1621

1621:03 GC experimental five romeo charlie make a right turn there on bravo and taxi to the end of uh runway six.

1621:09 N455RC okay right on bravo five romeo charlie

1621:11 GC experimental five romeo charlie your squawk is four six seven three

1621:17 N455RC that was squawk four six seven three affirmative
1622

1622:47 N455RC ground five romeo charlie here uh should i try depart at this location

1622:53 GC experimental five romeo charlie affirmative uh taxi to
runway six at juliet hold short contact tower when
you're ready

1623

1623:03 N455RC five romeo. charlie roger thanks

1623:09 GC local ground he is coming to you at juliet

1623:12 LC alright j h

1623:13 GC o b
1624

1624:05 GC experimental five romeo charlie what is your cruise
speed sir

1624:13 N455RC uh normally a hundred fifty five knots i might go a
little slower if it's a bumpy

1624:19 GC experimental five romeo charlie roger thank you

1624:24 N455RC and ground one more time to confirm one three five seven
five for the uh radar

1624:30 GC experimental five romeo juliet affirmative
1625
(1626-1629)
1630

End of Transcript



Federal Aviation Administration

Memorandum

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To: Aircraft Accident File ILM-ATCT-0143

From: Wilmington (NC) Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N455RC
Magnolia, NC, October 05, 2009

This transcription covers the Wilmington (NC) Airport Traffic Control Tower (ATCT) LC LC position for the time period from October 05, 2009, 1618 UTC, to October 05, 2009, 1633 UTC.


Agencies Making Transmissions

Wilmington ATCT, Ground Control
Wilmington ATCT, Local Control
HXB (RV6), N455RC
Wilmington ATCT, West Radar

Abbreviations

GC
LC
N455RC
WAP

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N455RC.


Kevin M. Graffius
Support Specialist
Wilmington (NC) ATCT

1618
(1619-1622)

1623

1623:09 GC local ground he is coming to you at juliet

1623:12 LC alright j h

1623:13 GC o b

1624

1625

1625:48 N455RC tower experimental four five five romeo charlie holding short six ready for departure

1625:54 LC experimental four five five romeo charlie wilmington

ILM-ATCT-0143
N455RC

Page 2 of 2

...
tower runway six at the intersection juliet fly runway
heading cleared for takeoff

1626

1626:01 N455RC four five five romeo charlie roger clear for takeoff fly
runway heading

1627

1627:11 LC experimental five romeo charlie contact departure

1627:18 LC experimental five romeo charlie contact departure

1627:28 N455RC wilmington departure four five five romeo charlie with
you

1627:34 WAP november four five five romeo charlie wilmington
departure radar contact turn left on course and say type
aircraft

1627:40 N455RC experimental four five five romeo charlie is a vans r v
six turning on course zero zero nine magnetic

1627:50 WAP r v five romeo charlie roger thanks
1628
(1629-1632)
1633

End of Transcript

ILM-ATCT-0143
N455RC



Federal Aviation Administration

Memorandum

Date: November 03, 2009
To: Aircraft Accident File ILM-ATCT-0143
From: Wilmington (NC) Airport Traffic Control Tower
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N455RC
Magnolia, NC, October 05, 2009

This transcription covers the Wilmington (NC) Airport Traffic Control Tower (ATCT) WAP AR position for the time period from October 05, 2009, 1622 UTC, to October 05, 2009, 1647 UTC.


Agencies Making Transmissions

HXB (RV6), N455RC
Wilmington ATCT, West Radar

Abbreviations

N455RC
WAP

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N455RC.


Kevin M. Graffius
Support Specialist
Wilmington (NC) ATCT

1622
(1623-1626)

1627

1627:28 N455RC wilmington departure four five five romeo charlie with
you

1627:34 WAP november four five five romeo charlie wilmington
departure radar contact turn left on course and say type
aircraft

1627:40 N455RC experimental four five five romeo charlie is a vans r v
six turning on course zero zero nine magnetic

1627:50 WAP r v five romeo charlie roger thanks

1628

1629

1630
1630:54 N455RC wilmington radar experimental four five five romeo
charlie

1630:59 WAP r v five romeo charlie wilmington
1631

1631:01 N455RC five romeo charlie can you confirm i'm squawking
altitude

1631:04 WAP i show you level at two thousand feet

1631:07 N455RC roger thank you sir
1632

1632:39 N455RC radar four five five romeo charlie i've got to depart to
the west a bit to stay clear of some rain

1632:47 WAP november five romeo charlie roger you can uh deviate as
requested around the weather

1632:53 N455RC thank you sir
1633
(1634-1640)
1641

1641:20 WAP november four five five romeo charlie contact seymour
johnson approach one one niner point seven so long

1641:27 N455RC one one nine point seven

1641:29 WAP affirmative
1642
(1643-1646)
1647

End of Transcript

MEMORANDUM FOR HQ ACC/A3AO

FROM: 4 OSS/OSA

SUBJECT: Civilian Aircraft Mishap

1. The following information is provided per AFI 13-204 ACC Sup 1:

- a. Location: Seymour Johnson 199 Radial / 026 DME (10 miles SW of Seymour Approach's assigned airspace).
- b. Date/Local Time: 5 Oct 09/1246L (EST)
- c. Call Sign/Serial Number of Aircraft: N455RC
- d. Type of Aircraft and Command/Civil Ownership of Aircraft: Experimental
- e. ATC/ATCALs Used: IR 1 / B Channel (ASR)
- f. Current Status of Equipment Used: Operational
- g. Were Control Instructions Recordable and Readable? Yes
- h. Was a Watch Supervisor or Senior Controller On Duty? Watch Supervisor
- i. Number of Qualified/Skilled Controllers Scheduled For Duty, On Duty and In Position: 7
- j. Brief Narrative of the Event (Factual Information Only): 5 Oct 09, 1246L, N455RC was en route from Wilmington (ILM) to Franklin County (LHZ) VFR at 2K; checked in with South Radar (Seymour Approach) with no Mode C displayed. The aircraft was issued the Seymour altimeter initially with no response. The aircraft subsequently contacted Seymour Approach and stated he was "in the thick of the weather". Seymour Approach attempted to confirm the aircraft's call and received no response from the aircraft. At 1248L, the aircraft was observed at 1.5K circling. Seymour Approach then lost the data tag on the aircraft and broadcasted a "radar contact lost" advisory. ASR 5 (radar scope) was marked with the aircraft's last known position (approximately GSB 199/026). Weather at Duplin County, NC (approximate location of the aircraft) at 1240L was 00000KT 5SM - RA SCT010 OCV018 17/16 A3012. Seymour Approach contacted the Duplin County Airport Mgr, Washington Center, Raleigh Durham Approach and Flight Service, and Kinston Airport Control Tower. At 1258L, Seymour Approach received confirmation from the Duplin County Sheriff they had received a call about an aircraft in the trees, and at 1317L, Duplin County Sheriff confirmed the accident was fatal.

2. If you have any questions, please contact Capt Layton, DSN 722-2102.

//SIGNED//

DARRIN P. LAYTON, Capt, USAF
Airfield Operations Flight Commander

SECTION 8.
Flight Progress Strip

Wilmington (NC) ATCT

N455RC
HXN/A
415

4673	ILM
P1621	
VFR/250	

ILM LHZ
Franklin County
DC coop

12		
J		✓