

ZTL-ARTCC-198  
N8857P

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
ATLANTA ARTC CENTER

**MAY 21 1997**

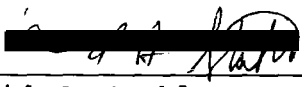
The following is a report concerning the accident involving N8857P at two miles northwest of Andrews, NC, on March 15, 1997 at 0140 UTC.

My name is David H. Stahl (HI). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Atlanta Air Route Traffic Control Center, Hampton, Georgia.

During the period 1900 UTC on March 14, 1997 until 0300 UTC on March 15, 1997, I was on duty in the Atlanta ARTCC. I was supervising Donald M. Thompson at the North Departure sector D-side position (D38) from 0045 UTC until 0117 UTC.

N8857P departed ATL, climbing to 6000 feet, landing Franklin, NC (1A5). I discussed with the developmental that he would be below the MEA at 6000 and that 7000 feet was the lowest usable altitude in the vicinity of the airport. N8857P requested a change of destination to Andrews, NC (6A3) and a change of altitude to 7000. I observed the R38 Specialist issue N8857P a clearance to 6A3 and to climb and maintain 7000, and later a frequency change to sector 49.

I do not recall what the various settings of the equipment were at the above stated time.

  
\_\_\_\_\_  
David H. Stahl  
Atlanta ARTCC

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ATLANTA ARTC CENTER

**MAY 15 1997**


The following is a report concerning the accident involving N8857P at two miles northwest of Andrews, NC, on March 15, 1997 at 0140 UTC.

My name is Donald M. Thompson (DT). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Atlanta Air Route Traffic Control Center, Hampton, Georgia.

During the period 1930 UTC on March 14, 1997 until 0330 UTC on March 15, 1997, I was on duty in the Atlanta ARTCC. I was working the North Departure sector D-side position (D38) under the supervision of David H. Stahl from 0045 UTC until 0117 UTC.

N8857P was on frequency at 6000. The pilot requested a destination change to Andrews, NC (6A3) while still within the confines of Atlanta Approach (ATL) airspace. I put the amendment in the computer and circled the information on the strip in red. At 0108 UTC, I observed the R38 Specialist clear N8857P to 6A3 via direct Harris VORTAC (HRS) direct. At 0112 UTC, N8857P requested and received a climb clearance to 7000 feet. At 0113 UTC, N8857P was switched to the R49 frequency.

I do not remember what the various settings of the operational equipment were at the above stated time.

  
\_\_\_\_\_  
Donald M. Thompson  
Atlanta ARTCC

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N8857P

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
ATLANTA ARTC CENTER

**MAY 15 1997**

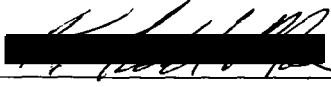
The following is a report concerning the accident involving N8857P at two miles northwest of Andrews, NC, on March 15, 1997 at 0140 UTC.

My name is Kenneth Todd Moore (OC). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Atlanta Air Route Traffic Control Center, Hampton, Georgia.

During the period 1830 UTC on March 14, 1997 until 0330 UTC on March 15, 1997, I was on duty in the Atlanta ARTCC. I was working the Logen/Commerce sector radar position (R49) from 0129 UTC until 0257 UTC.

I relieved ATCS McGregor at the combined Logen/Commerce sector. Prior to the briefing, ATCS McGregor was discussing a layer of overcast beneath N8857P. After assuming control of the position, I inquired about the flight conditions of N8857P. The pilot stated that he was IMC, but it looked as though it was breaking up. When the aircraft passed over the airport, I called N8857P on the frequency but received no response. I regained communications with the aircraft approximately two miles north of the airport and asked his intentions. N8857P stated that he wanted to circle around, and that he found a hole in the overcast. I climbed the aircraft to seven thousand one hundred feet (adjacent minimum IFR altitudes) and shortly thereafter N8857P canceled IFR.

I do not remember what the various settings of the operational equipment were at the above stated time.

  
Kenneth Todd Moore  
Atlanta ARTCC

15:22:10

PD

TIME ENTERED: 142226

FF KWRBYXX

142226 KMCNYFYX

R NB857P

INIT:

TIME ENTERED: 142238

INFLIGHT BRIEFING: A/C ID  
NB857PTIME  
22:38FLIGHT TYPE  
IGINIT:  
SERVICE TYPE

RMKS:NG FIFP

TIME ACKNOWLEDGED: 142238

ORIGINATOR: KMCNYFYX 223

AI:NB857PBA FR:I AT:PA24/A TS:150 DD:ATL TM:P142330 AE:60

RT:ATL..NELLO.V97.MARBL..1A5 AB:1A5 TE:0030 DP:ZCT TA:150000 FB:0400

PD:P.MANSOUR OF 9129263952 WRB NB:2 CR:BR/T..NG

INIT:

TIME CLOSED: 142307

ORIGINATOR: KWRBYXX

REMOVED FROM I-LIST

AI:NB857P FR:I AT:PA24 DD:WRB AD:ATL TA:142258

INIT:

15:22:10

PD

TIME ENTERED: 150456

CONTACT BRIEFING: A/C ID  
NB857PTIME  
04:56DEPARTURE  
KMCNYFYXINIT:  
DESTINATION

RMKS:BOB DELONG CALLED FAMILY CONCERNED HAVE NOT HEARD FROM ACFT

TIME ENTERED: 150456

CONTACT BRIEFING: A/C ID  
NB857PTIME  
04:56DEPARTURE  
KMCNYFYXINIT:  
DESTINATION

RMKS:ACFT WAS SUPPOSE TO LAND ANDREWS MURPHY...MR DELONG WAS ADZD

9/18/00  
[Redacted]