

Memorandum

DATE: December 27, 2011

TO: Aircraft Accident File FTW-FCFSS-0077

FROM: Fort Worth Automated Flight Service Station

SUBJECT: INFORMATION: Partial Transcript
 Aircraft Accident, N90QL
 Midland, TX, December 02, 2011

This transcription covers the Fort Worth Automated Flight Service Station (FCFSS) WS026 PF position for the time period from December 01, 2011, 2044:21 UTC, to December 01, 2011, 2051:21 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
FTW FCFSS, WS026	WS026
Beech King Air, N90QL	N90QL

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N90QL.



Kimberly Dodge
 Quality Assurance Specialist
 Fort Worth FCFSS

2044:21 WS026 lockheed martin flight service

2044:23 N90QL yes sir uh i have a profile coming up but i'm in a
 different king air today i'm in uh nine zero quebec
 charlie i mean quebec lima uh

2044:36 WS026 is this page mund

2044:38 N90QL that's me *(uh huh) yes sir

2044:40 WS026 that's november niner zero quebec lima

2044:42 N90QL correct uh leaving in the morning uh about uh six a m
 let's see uh nine eight about six thirty local uh going

from wharton to midland uh m d d uh hour and half en
route there and then leaving about nine o'clock local
coming back to b e a uh beeville and uh probably close
to just a little bit less than an hour and a half there
and then back to wharton after that so i guess get an
*(out) what you got for now i'll get a standard later
you know when it comes closer

2045:29 WS026 i f r or v f r

2045:30 N90QL i f r at about probably in the uh mid oh twenty two
twenty *(threeish)

2045:41 WS026 what was that

2045:42 N90QL uh going at about twenty two thousand up there probably
2046

2046:23 WS026 okay uh prog chart in the morning this is at zero six
hundred zulu show uh that as you get out towards midland
uh less than a fifty percent coverage of uh rain showers
uh over that uh midland area uh extending to maybe san
angelo uh going to have a cold front uh back across big
bend area through north central texas uh extending
northeast up through uh northwest arkansas southeast
missouri that front will continue to move to the
southeast uh look like low level moisture along and
ahead of that cold front looking at the terminal
forecast uh or forecast for wharton this is off the
nearest terminal i have is uh (unintelligible) regional
uh *(they) terminal forecast *(like) six thirty in the
morning winds one one zero at six four miles *(vis) four
miles visibility mist twenty five hundred scattered and
between zero nine hundred and thirteen hundred zulu
occasional two miles visibility in mist (unintelligible)
two thousand two hundred broken so you're looking at i f
r conditions around your departure due to visibilities
less than three miles in mist and then as you get over
towards let's say uh beeville uh uh you want corpus
terminal forecast

2047:56 N90QL yeah yeah

2047:58 WS026 same time frame in the morning say between six thirty
and uh nine o'clock uh terminal *(for) corpus christi
winds one two zero at ten five miles visibility mist
rain *(shower) in the vicinity ceiling's two thousand
two hundred overcast and then uh terminal for uh midland
say around uh fourteen hundred zulu winds zero three
zero at fifteen five miles visibility drizzle light

drizzle ceiling's two thousand broken between fourteen hundred and eighteen hundred zulu occasional two miles visibility in mist ceiling's one thousand overcast---and i don't have any t f r s right now let's see uh---check one other thing here just a minute---i got an airmet right now for icing out towards midland and north of that area valid through zero nine zulu i don't have anything let me uh with that front moving through and these temperatures lowering you'll probably have an airmet for icing as you get out towards *(mid)

2049:27 N90QL okay *(mkay)

2049:29 WS026 and uh let's see what this outlook says just a minute---yeah *(they) showing *(a) outlook for i f r pretty much uh departure point beeville and then up through uh uh oh del rio that area north of del rio possibly in the morning *(cuz) you know i did i indicated those visibilities less than three miles so that's i f r

2050:01 N90QL (unintelligible)

2050:02 WS026 and then (unintelligible) this to the north of midland *(look) like an airmet for i f r but uh my concern is that ice

2050:10 N90QL yeah

2050:10 WS026 there around midland *(you going to have they calling) for drizzle the temperature's probably going to be freezing due to that cold front because *(they) expecting it to mix freezing precipitation up around amarillo lubbock that area so uh *(i) want to be sure and get a standard weather briefing in the morning before you take off

2050:28 N90QL oh definitely definitely yeah (unintelligible)

2050:30 WS026 *(i don't) have any t f r s right now that could change between now and the morning i don't show any runway closures uh airport closures uh only notams i have for midland right now runway one six papi out of service they got one unlighted tower light up

2050:47 N90QL okay

2050:48 WS026 and let's see check the beeville notams just a
minute---only thing i have for beeville right now is an
unlighted tower light so no notams for them at this time

2051:13 N90QL *(mkay) alright

2051:14 WS026 get a full weather briefing in the morning before you
take off

2051:16 N90QL you bet you bet i'll do that and we'll be talking to you
later then

2051:20 WS026 okay have a good afternoon bye

2051:21 N90QL thank you sir

End of Transcript

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



Memorandum

DATE: December 27, 2011

TO: Aircraft Accident File FTW-FCFSS-0077

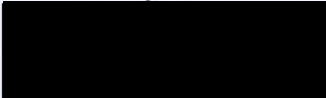
FROM: Fort Worth Automated Flight Service Station

SUBJECT: **INFORMATION: Partial Transcript**
 Aircraft Accident, N90QL
 Midland, TX, December 02, 2011

This transcription covers the Fort Worth Automated Flight Service Station (FCFSS) WS037 PF position for the time period from December 02, 2011, 0305:28 UTC, to December 02, 2011, 0317:52 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
FTW FCFSS, WS037	WS037
Beech King Air, N90QL	N90QL

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N90QL.



Kimberly Dodge
 Quality Assurance Specialist
 Fort Worth FCFSS

0305:28 WS037 lockheed flight service

0305:31 N90QL yes sir uh i have a profile coming up under one one five yankee sierra i'm going to be

0305:36 WS037 page (unintelligible)

0305:38 N90QL page mund *(uh huh)

0305:39 WS037 okay

0305:40 N90QL i'm going to be uh in a different king air in the morning at uh nine zero quebec lima uh leaving wharton a r m in the morning uh about uh six thirty local uh going

to midland and then

0306:00 WS037 midland texas m a f

0306:01 N90QL uh no uh m d d the other one

0306:04 WS037 midland downtown okay

0306:06 N90QL *(uh huh) m d d and then going to uh beeville b e a and leaving leaving midland about nine o'clock a m *(locally) uh going to uh uh beeville and uh and then then back to wharton

0306:27 WS037 and this *(guy) the this other king air is it also a ninety

0306:32 N90QL it's also a ninety yes sir it's an f

0306:34 WS037 okay (unintelligible)

0306:35 N90QL b e ninety yeah it's an f ninety it's a b e nine t

0306:40 WS037 b e nine t alright and uh about what altitude do you want to check the winds at

0306:46 N90QL uh let's do winds at uh let's say uh can you do give uh eighteen and twenty four

0306:54 WS037 sure (unintelligible)

0306:56 N90QL (unintelligible) one in there too

0306:59 WS037 uh no but i can determine it i can interpolate for you
0307

0307:03 N90QL *(nah) that's *(o) i can do that i can go ahead and do that myself yeah

0307:06 WS037 okay and uh so that total time en route from the time you depart out of a r m until the time you get to beeville will be how long

0307:14 N90QL uh let's see uh well with six thirty and then leave at nine o'clock let's say say eleven o'clock (unintelligible)

0307:23 WS037 about eleven o'clock okay

0307:25 N90QL yeah and then back to wharton would be you know about thirty forty five minutes after drop (unintelligible) being on the ground for maybe you know thirty just dropping them off and back over

0307:37 WS037 okay just one second---okay well looking at the weather for tomorrow morning there's going to be a frontal system moving down in through the area for the central and southern portions of texas they're looking for a twenty percent *(prob) correction a forty percent probability of rain showers mostly rain showers not really expecting much in the way of thunderstorms and they are saying over in uh the raising rising terrain over in western uh texas you might see sleet mixed in with some rain and they're saying that by tomorrow morning seven o'clock there's going to be a stationary front running from the texarkana arkansas area to the big bend area of texas and then out over into the northern mexico and looking at the significant weather prog chart throughout the route they're forecasting uh marginal v f r to occasionally i f r ceilings and visibilities caused by precipitation and mist and fog the freezing level for tomorrow morning is going to be on the surface north of a line that runs from ponca city oklahoma down to el paso texas and then it's going to be about twelve thousand feet in the college station area eight thousand feet in the san angelo area and four thousand feet in the midland area and looking at the terminal forecasts first of all for your departure area closest forecast is going to be over at uh sugarland and they are forecasting up until fifteen hundred zulu few clouds at a thousand scattered at one thousand eight hundred visibility six miles or greater surface winds one one zero at about seven fifteen to eighteen hundred zulu ceiling's broken at two thousand five hundred visibility six miles or greater surface winds one one zero at one zero and over in the midland area they are forecasting up until fourteen hundred zulu six hundred overcast visibility's two miles light drizzle surface winds out of zero four zero at one four temporary conditions uh of three hundred overcast visibility's a half a mile in freezing drizzle then after fourteen hundred zulu they're forecasting seven hundred overcast visibility's one mile light rain and light drizzle surface winds zero four zero at one one and that goes through the remainder of the day and the forecast down in the beeville area closest one would be over at corpus

christi and they are forecasting in the corpus christi area let's see up until fifteen hundred zulu ceiling's broken two thousand five hundred broken at five thousand visibility's six miles or greater surface winds one three zero at one zero after fifteen hundred scattered clouds at two thousand five hundred overcast at five thousand visibility six miles or greater rain showers in the vicinity surface winds out of one two zero at one niner gusting two six and that would go through the remainder of the day looking at the winds aloft eighteen and twenty four in that order first of all in the houston area up until eighteen hundred zulu two three zero at two six and two five zero at four one central portions of texas two three zero at three zero and two four zero at three four west texas two one zero at three niner and two two zero at five six down in the corpus area two three zero at three two two five zero at four niner and at this time we don't have any t f r s for tomorrow as far as notams for those three airports are concerned over at uh midland downtown runway one six papis are out of service otherwise we have obstruction light outages for those airports do you want those

0308
(0309-0312)

0313

0313:28 N90QL no

0313:29 WS037 *(k) what else can we get for you

0313:35 N90QL let me go ahead and file some flight plans with you

0313:37 WS037 okay hold on just a second okay and uh speed on this airplane will be

0313:50 N90QL uh two hundred and forty five knots

0313:57 WS037 and what altitude are you going to cruise at on the first leg

0314:00 N90QL uh i'm going to (unintelligible) on the first leg wharton to uh uh n d b let's uh go twenty thousand

0314:13 WS037 time en route

0314:14 N90QL uh two hours five and a half hours fuel on board

0314:19 WS037 five and a half

0314:21 N90QL five and a half *(uh huh)

0314:22 WS037 okay did you want to put down an alternate

0314:25 N90QL uh yes let's put uh uh uh international

0314:29 WS037 mike alfa foxtrot

0314:32 N90QL *(uh huh)

0314:32 WS037 okay and how i take it the name and all that stays the same

0314:40 N90QL stays the same *(uh huh)

0314:41 WS037 okay what's the uh number of people on board

0314:43 N90QL uh just one

0314:45 WS037 and the color on this airplane

0314:47 N90QL uh it is silver and red

0314:50 WS037 just silver and red

0314:52 N90QL yeah it's got it's got some *(bla) some black markings

0314:55 WS037 okay---okay first leg is on file the second one coming out of uh mike delta delta at what time

0315

0315:16 N90QL uh nine o'clock local

0315:20 WS037 fifteen hundred zulu and what altitude

0315:24 N90QL uh let's go at uh uh twenty let's say twenty three on that one

0315:30 WS037 and the route

0315:32 N90QL uh direct

0315:33 WS037 to

0315:34 N90QL to uh

0315:35 WS037 beeville

0315:35 N90QL b e a *(uh huh) hour and forty five minutes uh back to five and a half hours and then it will be uh four souls on board

0315:51 WS037 did you want an alternate on that leg

0315:54 N90QL uh uh yeah let's see let's uh oh let me think here for a minute uh yeah go ahead and put corpus

0316:08 WS037 corpus *(k)

0316:10 N90QL *(uh huh) or

0316:13 WS037 palacios would be a little bit closer

0316:16 N90QL uh yeah but the direction they really need to go is probably alice i'm trying i'm thinking how about alice

0316:21 WS037 okay okay so you want me to put alice or do you want me to put (unintelligible)

0316:26 N90QL yeah let's do a l a or a l i yeah yeah

0316:39 WS037 okay and out of beeville at what time

0316:40 N90QL uh beeville uh uh let's see let's see nine ten eleven let's say uh uh eleven *(o) eleven a m local uh what's that seventeen

0316:55 WS037 that's correct

0316:56 N90QL and uh uh uh oh let's say forty minutes en route uh

0317 let's just go at uh uh thirteen

0317:19 WS037 and the fuel

0317:21 N90QL uh fuel on that will be uh three and a half

0317:27 WS037 and the people

0317:28 N90QL uh just one

0317:30 WS037 did you want to put down an alternate for that leg

0317:33 N90QL uh yeah you can put sugarland

0317:41 WS037 okay we got all three of your flight plans on file what else can we do for you

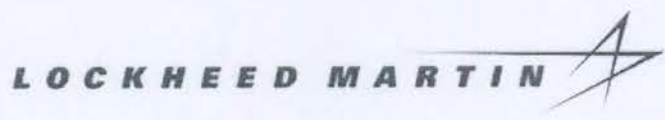
0317:46 N90QL that's it for now uh think i'll definitely be checking in the morning and going from there

0317:50 WS037 okay have a nice evening we'll talk to you in the morning

0317:52 N90QL alright thank you bye bye

End of Transcript

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



Memorandum

DATE: January 04, 2012

TO: Aircraft Accident File FTW-FCFSS-0077

FROM: Fort Worth Automated Flight Service Station

SUBJECT: INFORMATION: Partial Transcript
 Aircraft Accident, N90QL
 Midland, TX, December 02, 2011

This transcription covers the Fort Worth Automated Flight Service Station (FCFSS) WS029 PF position for the time period from December 02, 2011, 1101:04 UTC, to December 02, 2011, 1107:36 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
FTW FCFSS, WS029	WS029
Beech King Air, N90QL	N90QL

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N90QL.



Kimberly Dodge
 Quality Assurance Specialist
 Fort Worth FCFSS

1101:04	WS029	lockheed martin flight services
1101:06	N90QL	yes sir i should have a profile coming up and i king air but i'm in a different one this morning
1101:13	WS029	okay page mund
1101:16	N90QL	mund *(uh huh)
1101:17	WS029	okay
1101:17	N90QL	uh i'm in i'm in nine zero quebec lima

1101:21 WS029 okay

1101:21 N90QL uh leaving six thirty local this morning uh from wharton going to uh midland downtown (unintelligible) m d d uh let's see i've already got flight plans on file so i just need to go ahead and get a standard briefing and then i'm leaving nine o'clock local coming back to uh uh oh (unintelligible) another room i'll go look uh going to uh beeville and (unintelligible)

1102:00 WS029 beeville

1102:01 N90QL beeville *(uh huh) yeah

1102:02 WS029 what's that identifier

1102:04 N90QL uh i think b e a let me lemme go look what is it and it is---uh b e a

1102:35 WS029 okay and you say you want a standard briefing on the first and an outlook on the second

1102:42 N90QL yeah

1102:46 WS029 okay well over the first one we do have airmets for i f r ceilings below a thousand and visibilities below three actually that'll be on both of them uh through uh twenty one hundred zulu and then from san angelo on in to midland we do have an airmet for moderate turbulence below eight thousand (unintelligible) expect to be ending between fifteen and eighteen hundred zulu have a cold front that's moved to about a texarkana san antonio line and the band of light rain showers out in front of that running from near corpus up through san antonio up on into dallas fort worth area those moving northeast at about fifteen tops uh right about fifteen knots tops to about fifteen thousand as well at least no t f rs over the route right now out of wharton automated winds calm ten miles visibility clouds six thousand five hundred scattered ceiling seven thousand five hundred broken nine thousand five hundred overcast seventeen and fifteen the temperature and dew point low stratus and patchy low visibilities in light rain and mist dominate the route midland airpark currently automated winds zero four zero at eleven ten miles visibility ceiling one thousand six hundred overcast temperature three dew point minus one altimeter's thirty thirty two no pilot reports along the route the en route forecast

(unintelligible) southeast texas uh through fifteen z expecting ceilings outside of the airmet a thousand broken six thousand broken tops ten occasional visibilities three in mist (unintelligible) eighteen z twenty five hundred broken for the afternoon four thousand scattered fifteen thousand scattered through the hill country uh two to three thousand overcast ten visibility three to five in light rain and mist through seventeen hundred zulu three thousand overcast after that tops to fourteen with widely scattered light rain showers and into uh west texas uh twenty five to thirty five hundred overcast on the ceilings tops ten visibilities three to five miles in light drizzle mist through eighteen z and after eighteen z the only change is three to five on the visibility with mist they take out the drizzle and let's see the winds aloft what altitude for you

1105:55 N90QL uh twenty
1106

1106:06 WS029 okay twenty thousand on the departure end forecast two forty at thirty five mid route two thirty at thirty two and on the destination end two ten at forty four for notams at uh midland runway one six the papi is out of service they have a tower three zero five five m s l one point two south southwest with the lights out the g p s satellite p r n two four is still out of service and looking at the next leg forecast airmets are going to hold the same only thing at beeville a couple of airport towers five eight eight m s l five point three four north northeast lights out tower six two three m s l eleven point nine five south southwest with the lights out anything else we can do for you this morning

1107:25 N90QL that's it for now i'll check with you a little bit later

1107:28 WS029 okay well help us out with pilot reports flight watch can take those and keep you up on the weather

1107:33 N90QL sure will thank you

1107:34 WS029 you're welcome have a good day

1107:36 N90QL bye

End of Transcript

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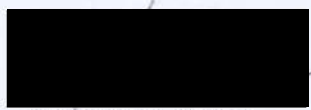
Memorandum

DATE: December 28, 2011
 TO: Aircraft Accident File FTW-FCFSS-0077
 FROM: Fort Worth Automated Flight Service Station
 SUBJECT: INFORMATION: Partial Transcript
 Aircraft Accident, N90QL
 Midland, TX, December 02, 2011

This transcription covers the Fort Worth Automated Flight Service Station (FCFSS) WS023 PF position for the time period from December 02, 2011, 1212:19 UTC, to December 02, 2011, 1214:57 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
FTW FCFSS, WS023	WS023
Beech King Air, N90QL	N90QL

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N90QL.



Kimberly Dodge
 Quality Assurance Specialist
 Fort Worth FCFSS

1212:19 WS023 lockheed martin preflight fort worth

1212:21 N90QL yes sir uh king air uh i'm i'm going to do the king air
 this morning i'm normally one one five yankee sierra
 this is page mund i'm in nine zero quebec lima uh like
 to check uh i've already got the standard briefing and
 stuff i'd just need a current and forecast weather for
 uh midland next couple hours

1212:41 WS023 okay and let's see let me pull your flight information
 up here

1212:49 N90QL sure

1212:52 WS023 okay you're going into midland airpark where are you

departing on this one

1212:55 N90QL uh midland downtown

1212:58 WS023 well midland (unintelligible)

1212:59 N90QL (unintelligible) i'm leaving from a r m wharton regional

1213:02 WS023 okay and midland airpark is m d d

1213:04 N90QL yes ma'am

1213:05 WS023 okay and what time are you leaving because i i'm that one has already gone to the center

1213:10 N90QL okay yeah i'm uh uh i am leaving in about proposed off in about ten fifteen minutes

1213:15 WS023 okay and now what did you need to check again i'm sorry

1213:18 N90QL just just current and forecast conditions for the next couple hours

1213:21 WS023 okay and do you need any of the adverse conditions

1213:27 N90QL no i've gotten all that this morning a couple hours ago

1213:28 WS023 okay alright uh let's see currents at midland uh airpark mike delta delta ceiling on the automated ceiling one thousand four hundred overcast visibility five light drizzle wind zero four zero at one one temperature two dew point zero altimeter three zero three one and do you want the midland international terminal because there's not one for airpark

1213:53 N90QL yeah yeah *(uh huh)

1213:54 WS023 okay uh and how long is it en route on that leg

1213:58 N90QL two hours

1214:00 WS023 two hours so you be in there fourteen thirty okay this is valid *(til) fifteen hundred ceiling uh and this is the new one ceiling one thousand five hundred overcast visibility greater than six wind zero four zero at one four gusts two zero with a greater than fifty percent chance of ceiling seven hundred overcast visibility five light freezing drizzle then fifteen to eighteen z ceiling seven hundred overcast three miles light drizzle winds zero four zero at one one with a greater than fifty percent chance of ceiling three hundred overcast one mile light drizzle so the only time they call for the freezing drizzle is twelve z to fifteen z

1214:48 N90QL *(mkay)

1214:49 WS023 i wouldn't guarantee that so actually (unintelligible)

1214:51 N90QL (unintelligible) alright that's all i need then for now thank you very much

1214:56 WS023 bye bye

1214:57 N90QL bye bye

End of Transcript

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