



# NTSB MEMORANDUM FOR RECORD

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**Date: March 14, 2022**  
**NTSB Accident Number: ERA22FA149**

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**Narrative:**

Pilot-Tyndall Approach Communications:

An audio file in total length of 1 hour 29 minutes and 32 seconds was provided by the United States Air Force, Tyndall Air Force Base. It contained all recorded communications between Tyndall Approach and the accident aircraft (Cessna 182, N182XT). The following is a summary of the communications. The contents are not a word for word transcript unless quotations are used. The communications initiate at 32:30 in the audio file:

The pilot checks in at 6,000 ft. Approach provides the current information of "Quebec" at the destination [KECP]. The controller stated to the pilot, cleared direct OTTOE, cross OTTOE at or above 3,000 ft, cleared the straight-in ILS runway 16 approach. The pilot responded, cleared direct OTTOE, cleared for the ILS 16 approach.

The controller queried 182XT, whether he was direct OTTOE. The pilot responded affirmative. The controller then asked if he was established, and the pilot responded "affirmative, established." The controller then instructed the pilot to contact the KECP tower. The pilot acknowledged the instruction.

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Pilot-Tower Communications:

An audio file in total length of 4 minutes and 54 seconds was provided from the Federal Aviation Administration. It contained all recorded communications between the Panama City Tower (ECP Tower) and the accident aircraft (Cessna 182, N182XT). The following is a summary of the communications, however, the contents are not a word for word transcript, unless quotations are used:



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N182XT: Checks in with the Tower. Reports the ILS 16 approach.

ECP Tower: Provides current weather of 150° at 6 knots, visibility 2 statute miles, mist, current ceiling 200 ft overcast. Altimeter 29.92.

N182XT: *"200 overcast we'll give it and try and see if we can get her down"*

ECP Tower: Cleared to land runway 16 (the pilot repeats the clearance).

ECP Tower: The approach lights are set on the correct setting referenced to the visibility. But I can go up one extra step to make em a little bit brighter with your concurrence.

N182XT: Affirmative that would be good. (the controller responded roger)

ECP Tower: if you are able to get underneath the overcast, just a heads up, the approach lights might be pretty bright, just a heads up.

N182XT: Okay thanks.

[Internal ATC Communications, Tyndall Approach to Tower] – Tyndall Approach calls the tower to see if N182XT is "good", since it appears he has been doing "S-Turns" all the way down final. The tower controller hasn't seen anything. Approach states his heading is 230, but it should be closer to 160. He's over the final approach fix. The tower controller sees him drifting a little bit, but sees him lined up. He then says he just received a low altitude alert, and says immediately "let me tell him about that."

ECP Tower: I'm receiving a low altitude alert. Check your altitude. [audible sound of low altitude alert can be heard with the tower transmission].

N182XT: Affirmative.

ECP Tower: Approach has been noticing you have been deviating a little bit to the right and back on to final so use caution, wind 150° at 6, and the ceiling is still 200 ft overcast.

N182XT: Affirmative.

ECP Tower: One more thing, and then I won't transmit again. There are other airports nearby with better weather conditions.



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N182XT: *"Alright, we'll try this down to minimums and go-around if need be."*

ECP Tower: You are still cleared to land. (Pilot acknowledges).

ECP Tower: *"It appears you are drifting a little to the right."* [Repeats] *"It appears you are drifting well to the right."*

ECP Tower: How do you hear?

ECP Tower: Cessna 2XT, Radio check.

ECP Tower: [Internal ATC Comms]. "He disappeared from the scope, I'm not sure where he is at. I gotta ring the crash phone."

ECP Tower: Cessna 2XT. How do you hear?

ECP Tower: [Calls Airport Operations] Calls in a possible downed aircraft, inside of two miles short of runway 16.

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#END#