



U.S. Department  
Of Transportation

Federal Aviation  
Administration

# Memorandum

Airport Traffic Control Tower  
P.O. Box 18346  
Jacksonville, FL 32229

Subject: **INFORMATION: Partial Transcript; Aircraft Accident**  
**N7701J; Jacksonville, Florida;**  
**December 13, 2001, 0041 UTC**

Date: January 10, 2002

From: - Jacksonville ATC Tower

Reply to  
Attn. of:

To: Aircraft Accident File JAX-ATCT-135

This transcription covers the Jacksonville ATCT Satellite Radar position for the time period from December 12, 2001, 2330 UTC to December 13, 2001, 0023 UTC

Agencies Making Transmissions

N7701J

Jacksonville Approach Control, Satellite Radar

Abbreviations

N7701J

Satellite

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N7701J:

  
Emilio Malave Jr.  
Support Specialist  
Jacksonville ATC Tower

2330

call file

2231

2232

2233

2234

2335

2335:35

N7701J

jacksonville approach cherokee seven seven zero  
one juliet with you at three

2335:39

Satellite

november seven seven zero one juliet jax have  
you received the weather for saint augustine

JAX-ATCT-135  
N7701J

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2335:43 N7701J ah yes sir I have <sup>now</sup> ah's craig looking

2335:47 Satellite well I havent had anybody get in yet even though its only one miss they are showing half mile visibility and one hundred overcast at craig

2335:57 N7701J alright I guess I'll like to go ahead and try the v-o-r in saint augustine and see what happens ive not very <sup>oh 13 approach</sup> <sup>optimistic</sup> often miss it though

2336  
2336:05 Satellite okay seven seven zero one juliet roger proceed direct saint augustine cross saint augustine at or ah at three thousand feet youre cleared for the v-o-r one three approach at saint augustine

2336:15 N7701J zero one juliet cleared for the v-o-r one three approach

2337

2338

2339

2340

2341

2342

2343

2344

2345

2346

2347

2348

2349

2349:01 Satellite cherokee zero one juliet verify youre turning inbound now

2349:15 N7701J if that was for zero one juliet to go to advisory im gonna do that now

2349:20 Satellite that wasnt for you but change to advisory and you plan on being a full stop is that correct

JAX-ATCT-135  
N7701J

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2349:26 N7701J if I get down yes sir otherwise I'll fly the miss and then call ya

2349:30 Satellite okay change to my frequency when you come back one two zero point seven five

2349:35 N7701J one two zero seven five thanks

2350  
2351  
2352  
2353  
2354  
2355  
2356  
2357

2357:41 Satellite cherokee seven seven zero one juliet how do you hear me

2358  
2358:11 N7701J jacksonville approach cherokee seven seven zero one ~~Juliet~~ going miss saint augustine

2358:15 Satellite cherokee zero one juliet jax approach climb and maintain three thousand say your intentions

2358:21 N7701J ah right zero one juliet would like to ah is anybody been getting into craig

2358:25 Satellite the last ah couple have made it in there on the i-i-s have you got their weather

2358:30 N7701J ah yes sir I'll switch and get it again and then I'll go ahead and try the i-i-s at craig

2358:37 Satellite okay squawk your present code three six seven five and ident climb and maintain three thousand

2358:44 N7701J alright zero one <sup>Jay</sup> juliet up to three thousand

JAX-ATCT-135  
N7701J

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2359  
2359:24      Satellite      cherokee zero one juliet say your position

2359:27      N7701J      zero one <sup>011</sup> juliet im ah two point eight miles south  
of saint augustine making a left turn back towards  
saint augustine

2359:33      Satellite      okay

0000  
0000:29      Satellite      cherokee zero one juliet ident

0000:32      N7701J      zero one jay there is the i d

0000:37      Satellite      cherokee zero one juliet radar contact five make it  
four east of saint augustine for vectors to H-S three  
two final approach course fly heading three four  
zero maintain two thousand

0000:45      N7701J      three four zero at two thousand

0001  
0002  
0003  
0004  
0004:20      Satellite      cherokee zero one juliet jax turn left heading two  
eight zero for spacing

0004:23      N7701J      two eight zero for zero one juliet

0005  
0005:55      Satellite      cherokee zero one juliet turn right heading zero three  
zero

0005:59      N7701J      zero three zero for zero one juliet

0006  
0007  
0008

JAX-ATCT-135  
N7701J

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0008:51     Satellite     cherokee correction cessna zero one juliet did you  
say you wanted to go to jax if you missed at craig

0008:56     N7701J     thats affirmative for zero one jay

0008:56     Satellite     and i did give you a climb out

0009  
0009:00     N7701J     did not give me a climb out no sir

0009:01     Satellite     ok ill be a heading of two eight zero and two  
thousand if you miss

0009:04     N7701J     two eight zero two thousand

0009:44     Satellite     seven seven zero one juliet i was a little late on the  
turn turn left heading two nine zero i'll let you join from  
the east side you are five southeast from aderr  
maintain two thousand until established on the  
localizer cleared I-I-s runway three two approach

0009:57     N7701J     ~~ah right~~ left turn to two nine zero

0010  
0010:22     Satellite     zero one juliet continue the left turn heading two eight  
zero to join

0010:26     N7701J     zero one jay two eight zero

0011  
0011:32     Satellite     cherokee zero one juliet are you joining the localizer

0011:39     N7701J     zero one jay Ive got it

0011:41     Satellite     roger you are cleared for the I-I-s three two approach  
two miles from aderr two thousand until established  
and contact the tower one three two point one

0011:50     N7701J     zero one go to tower

JAX-ATCT-135  
N7701J

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0012

0013

0014

0015

0016

0016:51 N7701J

*est*  
jax approach cherokee seven seven zero one juliet is  
with you miss off craig

0016:56 Satellite

zero one juliet roger heading two eight zero maintain  
two thousand vectors H-s seven at jacksonville

0017

0017:02 N7701J

zero one jay two eight oh on up to two

0017:05 Satellite

zero one juliet information mike is current at  
jacksonville ah you can go pick that up when you  
come back contact approach on one one eight point  
zero

0017:12 N7701J

one one eight point oh thanks

0018

0018:57 Satellite

cherokee zero one juliet jax

0019

0020

0021

0022

0023

call file

End of Transcript



U.S. Department  
Of Transportation

Federal Aviation  
Administration

# Memorandum

Airport Traffic Control Tower  
P.O. Box 18346  
Jacksonville, FL 32229

Subject: **INFORMATION: Partial Transcript; Aircraft Accident**  
**N7701J; Jacksonville, Florida;**  
**December 13, 2001, 0041 UTC**

Date: January 10, 2002

From: **Jacksonville ATC Tower**

Reply to  
Attn. of:

To: **Aircraft Accident File JAX-ATCT-135**

This transcription covers the Jacksonville ATCT East Radar position for the time period from December 13, 2001, 0013 UTC to December 13, 2001, 0025 UTC

Agencies Making Transmissions

**N7701J**

**Jacksonville Approach Control, East Radar**

Abbreviations

**N7701J**

**East**

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N7701J:

  
**Emilio Malave Jr.**  
**Support Specialist**  
**Jacksonville ATC Tower**

0013

call file

0014

0015

0016

0017

0018

0018:36

East

seven seven zero one juliet jax you up

0019

0019:50

N7701J

jacksonville approach cherokee seven seven zero  
one juliet is with you level at two

JAX-ATCT-135  
N7701J

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0019:54 East seven seven zero one juliet roger verify you are a p a  
thirty two

0019:59 N7701J *That's right*  
(unintelligible) p a thirty two yes\*

0020  
0020:01 East roger at two thousand understand you do have atis  
mike at international

0020:04 N7701J affirmative

0020:05 East roger maintain two thousand you can expect H-s  
runway seven

0020:09 N7701J zero one jay runway seven

0020:20 East seven seven zero one juliet contact jacksonville  
approach on one two seven point zero

0020:26 N7701J one two seven point zero

0021

0022

0023

0024

0025

call file

End of Transcript

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





U.S. Department  
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Federal Aviation  
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# Memorandum

Airport Traffic Control Tower  
P.O. Box 18346  
Jacksonville, FL 32229

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident  
N7701J; Jacksonville, Florida;  
December 13, 2001, 0041 UTC

Date: January 11, 2002

From: Jacksonville ATC Tower

Reply to  
Attn. of:

To: Aircraft Accident File JAX-ATCT-135

This transcription covers the Jacksonville ATCT North Radar position for the time period from December 13, 2001, 0016 UTC to December 13, 2001, 0036 UTC

Agencies Making Transmissions

N7701J

Jacksonville Approach Control, North Radar

Abbreviations

N7701J

North

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N7701J:

Emilio Malave Jr.  
Support Specialist  
Jacksonville ATC Tower

0016		call file
0017		
0018		
0019		
0020		
0021		
0021:08	N7701J	jacksonville approach cherokee seven seven zero one juliet is with you at two
0021:10	North	zero one juliet roger

20:41 Ref. W.T.  
20:41 Ref. 3500

JAX-ATCT-135  
N7701J

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0022

0023

0023:02 North november zero one juliet turn left heading two five  
zero vectors for sequence

0023:07 N7701J left to two five oh

0024

0025

0026

0026:59 North zero one juliet verify youre a cherokee six is that  
correct

0027

0027:02 N7701J that's affirmative p a thirty two two six  
(unintelligible)/g\*

0027:09 North ah right thanks

0027:26 North zero one juliet turn right heading three six zero

0027:29 N7701J right to three six zero for zero one juliet

0028

0029

0029:06 North cherokee zero one juliet is one zero miles from dinns  
turn right heading zero four zero maintain two  
thousand until established on the localizer cleared I-I-  
s seven approach

0029:13 N7701J zero one jay right to zero four zero cleared for the  
approach

0030

0031

0031:26 North november seven seven zero one juliet contact the  
tower on one one eight point three

0031:31 N7701J zero one jay to the tower

*another miss*

JAX-ATCT-135  
N7701J

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0032  
0033  
0034  
0035  
0036

call file  
End of Transcript

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



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# Memorandum

Airport Traffic Control Tower  
P.O. Box 18346  
Jacksonville, FL 32229

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident  
N7701J; Jacksonville, Florida;  
December 13, 2001, 0041 UTC

Date: January 11, 2002

From: Jacksonville ATC Tower

Reply to  
Attn. of:

To: Aircraft Accident File JAX-ATCT-135

This transcription covers the Jacksonville ATCT Radar Data One position for the time period from December 12, 2001, 2157 UTC to December 13, 2001, 0035 UTC

Agencies Making Transmissions

TRACON Data One  
Jacksonville Tower, Ground Control  
JAX Airport Weather Forecaster

Abbreviations

D1  
Ground  
WX

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N7701J:

Emilio Malave' Jr.  
Support Specialist  
Jacksonville ATC Tower

2157  
2157:35 GC jax tower here  
  
2157:37 GC hello  
  
2157:39 GC hello  
  
2157:41 D1 atis kilo can you hear me  
  
2157:42 GC yeah i got you now go ahead keyhole on the atis go ahead

JAX-ATCT-135  
N7701J

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2157:44 D1 zero six zero at seven three and mist five hundred overcast  
twenty twenty three zero one eight

2157:52 GC zero one eight got it all for keyhole thanks e and h

2158

2159

2200

2201

2202

2203

2204

2204:46 D1 jax

2204:47 WX this is weather were going to two hundred feet and two miles

2204:51 D1 two and two okay thanks

2204:52 WX (unintelligible) mike

2205

2205:22 GC tower

2205:23 D1 yeah just got some weather two and two two miles two  
hundred feet

2205:26 GC two miles two hundred feet got it thanks

2205:28 D1 this is tam

2205:29 GC alright thanks

2206

2207

2207:41 GC tower

2207:42 D1 sorry to bother again but we have information lima now

2207:43 GC lima lima lima gotcha

JAX-ATCT-135  
N7701J

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2207:46 D1 we have lima the wind zero six zero at seven two miles mist  
two hundred

2207:49 GC two hundred over twenty twenty zero one eight still

2207:51 D1 one seven

2207:52 GC one seven show it

2207:53 D1 okay

2207:54 GC e and h

2208-2310 no transmissions pertaining to weather during this period

2311

2311:45 D1 go ahead

2311:47 GC yeah ah can i get the current weather here this is the tower  
standby

2311:56 GC yeah im ready

2311:57 D1 zero seven zero at eight one and one half mist broken ah  
two hundred overcast five hundred

2312

2312:09 GC ah christ okay

2312:11 D1 and temperature twenty dew point nineteen altimeter three  
zero one seven

2312:16 GC one seven got it all and ill be information what

2312:19 D1 mike

2312:20 GC I-m-n mike gotcha

2313-2358 no transmissions pertaining to weather during this period

JAX-ATCT-135  
N7701J

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2359

2359:47 D1 jax

2359:48 GC what do you have for r-v-r

2359:50 D1 standby

2359:52 D1 ah lets see touchdown five thousand midpoint four thousand  
rollout thirty five hundred

2359:58 GC five four and thirty five thank you

2359:59 D1 alright

0000

0001

0002

0003

0004

0005

0006

0007

0008

0009

0010

0011

0012

0013

0014

0014:39 GC ground ground control

0014:41 D1 what took you so long to answer the phone

0014:43 GC ah these guys are getting lost out here on the taxiways or  
maybe its me that's lost i don't know

0014:48 D1 new weather up for you here in a little bit

0014:50 GC alright

0014:51 D1 alright thanks

JAX-ATCT-135  
N7701J

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0014:52 GC bye

0015

0016

0017

0018

0018:58 GC jax ground

0018:59 D1 ready for the new weather

0019:00 GC do it

0019:02 D1 okay its gonna be information november itll be hot in about  
seven minutes but the sequence is wind zero five zero at six  
half mile fog broken at one hundred overcast five hundred  
nineteen nineteen thirty twenty m f

0019:22 GC nineteen nineteen and thirty twenty thank you

0020

0021

0022

0023

0024

0025

0026

0026:21 GC ground

0026:22 D1 yeah information november is current broadcast  
(unintelligible) one

0026:25 GC thank you so much

0027

0028

0029

0030

0030:02 GC ground control



JAX-ATCT-135  
N7701J

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0030:03 D1 mission control here just for your information the awos is down to a quarter mile fog sky obscure at a hundred well be updating the weather here shortly

0030:14 GC thanks

0031

0032

0033

0034

0034:45 GC ground

0034:46 D1 mission ready for the new sequence the ah atis is not done yet

0034:50 GC alright do it

0034:52 D1 okay it is ah wind calm quarter mile fog indefinite ceiling one hundred one niner one niner thirty twenty and itll be oscar

0035

0035:06 GC ~~thirty twenty and~~ oscar thank you

0035:07 D1 thank you now

End of Transcript



U.S. Department  
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Administration

# Memorandum

Airport Traffic Control Tower  
P.O. Box 18346  
Jacksonville, FL 32229

Subject: **INFORMATION: Partial Transcript; Aircraft Accident**  
**N7701J; Jacksonville, Florida;**  
**December 13, 2001, 0041 UTC**

Date: January 14, 2002

From: Jacksonville ATC Tower

Reply to  
Attn. of:

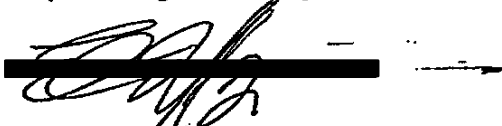
To: Aircraft Accident File JAX-ATCT-135

This transcription covers the Jacksonville ATCT Automated Terminal Information System for the time period from December 12, 2001, 2318 UTC to December 13, 2001, 0024 UTC

Agencies Making Transmissions  
Jacksonville Approach Control,

Abbreviation  
ATIS

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N7701J:



Emilio Malave' Jr.  
Support Specialist  
Jacksonville ATC Tower

ATIS M from 2318-0024

2318	ATIS M	good evening jax tower airport information mike jacksonville two two five six zulu weather wind zero seven zero at seven visibility one and one half mist ceiling two hundred broken five hundred overcast temperature two zero dew point one niner altimeter three zero one seven i-i-s runway seven approach in use aircraft landing departing runway seven and runway one three notice to airmen construction site east of charlie and alpha concourses jacksonville tower is operating in a temporary location one thousand feet east of taxiway november
------	--------	--

JAX-ATCT-135  
N7701J

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localizer and glideslopes runway seven and runway one  
three are not monitored low level wind shear advisories are  
not available departing aircraft contact clearance delivery  
on one one niner point five advise on initial contact atis  
information mike

End of Transcript



U.S. Department  
Of Transportation

Federal Aviation  
Administration

# Memorandum

Airport Traffic Control Tower  
P.O. Box 18346  
Jacksonville, FL 32229

Subject: **INFORMATION: Partial Transcript; Aircraft Accident**  
N7701J; Jacksonville, Florida;  
December 13, 2001, 0041 UTC

Date: January 14, 2002

From: Jacksonville ATC Tower

Reply to  
Attn. of:

To: Aircraft Accident File JAX-ATCT-135

This transcription covers the Jacksonville ATCT Automated Terminal Information System for the time period from December 13, 2001, 0024 UTC to December 13, 2001, 0040 UTC

Agencies Making Transmissions  
Jacksonville Approach Control,

Abbreviation  
ATIS

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N7701J:

  
Emilio Malave Jr.  
Support Specialist  
Jacksonville ATC Tower

ATIS N from 0024-0040

0024:39 ATIS N

good evening jax airport information november  
jacksonville zero zero one six zulu special observation  
weather wind zero five zero at six visibility one half fog  
ceiling one hundred broken five hundred overcast  
temperature one nine dew point one nine altimeter three  
zero two zero I-I-s runway seven approach in use aircraft  
landing and departing runway seven and runway one three  
notice to airmen caution construction site east of alpha and  
charlie concourses jacksonville tower operating in a

JAX-ATCT-135  
N7701J

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temporary location one thousand feet east of taxiway  
november localizer and glideslopes for runway seven and  
runway one three are not monitored low level wind shear  
advisories are not available departing aircraft contact  
clearance delivery on one one niner point five advise on  
initial contact you have information november

End of Transcript

Controllers Making TransmissionsController Initials

Controller signing on the Coast position

NH

Controller signing off the Coast position

JX

Controller signing on the North position

NH

Controller signing off the North position

MH

## Coast Position Brief

2346

2346:36 JX (unintelligible) you got one and two

2346:37 NH yeah

2447

2347:01 JX okee dokee look at that one hundred overcast i havent had anybody come in and make it

2347:06 NH o-k

2347:07 JX so

2347:13 JX o-k

2347:15 JX and ah jax also has had some few people make it

2347:20 JX coordinated one r-d if he does miss hes gonna go two eighty to eighteen zero climbing to two thousand i got a strip here

2347:27 NH o-k

2347:28 JX and ah he knows that

2347:29 NH (unintelligible) i need this

2347:32 NH nine seven yankee is actually doing a p climb out one hundred climb out

2347:36 NH o-k

2347:38 JX and he is gonna pick up this one to orlando

2347:41 NH on the go right

2347:42 JX yeah he is already squawking that

2347:44 JX flight express eight twelve descending to three thousand

2347:54 JX seven seven zero one juliet is doing the ah v-o-r one three approach into the saint augustine airport he says it doesnt look very good down there he still wanted to try it so he is still on your frequency

2348

2348:06 NH did you give him climb out if he misses

2348:08 JX as far as im concerned hell do the published climb out which is back to saint augustine

2348:10 NH o-k

2348:20 JX you get him primary only that was a manual handed

2348:22 NH o-k

2348:23 JX j-x

#### North Position Brief

0028

0028:29 MH alright mlke you got runway boards and weather

0028:31 NH yes

0028:32 MH alright half mile visibility now r-v-r is as right there

0028:36 MH on the tower on the tower no one eight zero and six echo romeo (unintelligible) there on with me o-k

0028:41 MH o-k hes heading three sixty heading one sixty down to two two twenty down to five

0029  
0029:15

MH alright cleared for the approach still on you tower tower one  
sixty down to two two twenty down to five nine thousand  
overflight

0029:21

NH o-k

0029:22

MH that's all you got

0029:22

NH o-k

END OF TRANSCRIPT





U.S. Department  
Of Transportation

Federal Aviation  
Administration

# Memorandum

Airport Traffic Control Tower  
P.O. Box 18346  
Jacksonville, FL 32229

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident  
N7701J; Jacksonville, Florida;  
December 13, 2001, 0041 UTC

Date: January 14, 2002

From: Jacksonville ATC Tower

Reply to  
Attn. of:

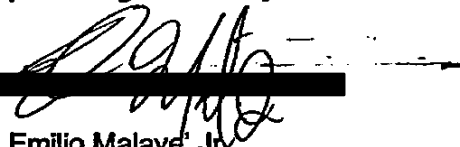
To: Aircraft Accident File JAX-ATCT-135

This transcription covers the Jacksonville ATCT Automated Terminal Information System for the time period from December 13, 2001, 0040 UTC to December 13, 2001, 0118 UTC

Agencies Making Transmissions  
Jacksonville Approach Control,

Abbreviation  
ATIS

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N7701J:



Emilio Malave Jr.  
Support Specialist  
Jacksonville ATC Tower

ATIS O from 0040-0118

0040:07 ATIS O

good evening jax airport information oscar jacksonville  
zero zero three one zulu special observation weather wind  
calm visibility one quarter fog ceiling indefinite one hundred  
temperature one nine dew point one nine altimeter three  
zero two zero i-s runway seven approach in use aircraft  
landing and departing runway seven and runway one three  
notice to airmen caution construction site east of alpha and  
charlie concourses jacksonville tower operating temporary

JAX-ATCT-135  
N7701J

Page 2 of 2

location one thousand feet east of taxiway november  
localizer glideslopes for runway seven and runway one  
three are not monitored low level wind shear advisories are  
not available departing aircraft contact clearance delivery  
on one one niner point five advise on initial contact atis  
information oscar

End of Transcript



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Partial  
Transcript; Aircraft  
Accident; N7701J;  
Jacksonville FL; December 13,  
2001

Date: December 18, 2001

From: Miami AIFSS

Reply to  
Attn. of:

To: Aircraft Accident File  
JAX-ATCT-135

This transcription covers the Miami AIFSS Flight Watch  
position for the period from December 12, 2001, 2304 UTC to  
December 12, 2001 2317 UTC.


Agency Making Transmissions

Abbreviation

Piper Cherokee N7701J  
Miami AIFSS, Flight Watch One

N7701J  
EFAS 1

I hereby certify that the following is a true transcription  
of the recorded conversation pertaining to the subject  
accident involving N7701J:

  
Donald M. Wendt  
Staff Support Specialist  
Miami AIFSS

2304  
2305  
2306  
2307  
2308  
2309

2

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N7701J

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2309:16 N7701J flight watch cherokee seven seven  
one zero juliet ah south of daytona

2309:30 EFAS 1 ah aircraft daytona area miami flight  
watch say again

2309:34 N7701J yes sir cherokee seven seven one  
zero juliet at nine thousand feet  
south of daytona

2309:41 EFAS 1 ah seven seven one zero juliet miami  
go ahead

2309:44 N7701J yes sir im I f r nine thousand for  
ah saint augestine and then on to  
jacksonville craig wondering if you  
can give me the current both at saint  
augistine and jax craig

2310:12 EFAS 1 o k ah a ah lets see towards saint  
augistine there currently reporting  
ah two miles and ah didn't put a  
restriction but most likely haze I  
mean a ah mist and ah two hundred  
overcast saint augstine ah  
jacksonville craig they currently one  
ze zero one zero at six half a mile  
in fog on hundred overcast  
temperature due point the same one  
niner altimeter three zero one eight  
jacksonville international ah one and  
one half in mist two hundred broken  
five hundred overcast temperature  
ahhh due point twenty and nineteen  
and looks like it is fogged in in  
that area some low ceilings ah ah we  
also ah have ah air met out for ah i  
f r conditions in the say north ah  
from daytona beach all the way up  
into the georgia and the carolinas

3

JAX-ATCT-135

N7701J

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2311:15 N7701J all right bub take a look at the  
chart and see what to do from there  
ah give ya a pilot report we left  
fort lauderdale executive about a  
hour and twenty minutes ago ah  
climbed up to seven and then on up to  
nine thousand ah been smooth sailing  
all the way ahh scattered layer below  
us ah periodically but very smooth a  
very nice flight

2311:35 EFAS 1 o k roger thank you very much for  
that pilot report

2311:37 N7701J zero one j

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End of Transcript