



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: INFORMATION: Partial Transcript;
Aircraft Accident; USC484
8 SM West of Hernando, MS August 17, 2000 1704 UTC

Date: August 9, 2000

From: Memphis ATCT

Reply to
Attn of:

To: Aircraft Accident File MEM-ATCT-141

This transcription covers the Memphis ATCT Clearance Delivery position for the time period from August 17, 2000, 1634:09 UTC to August 17, 2000, 1704:28 UTC.

Agencies making transmissions

USC484, BE58

Memphis ATCT Clearance Delivery

Abbreviations

USC484

CD

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving USC484:

William R. Dunham

William R. Dunham

Quality Assurance Program Specialist

Memphis ATCT

1634:09

1635

1636

1637

1638

1639

1640

1641

1642

1643

1644

1645

1646

1647

1648

1649

1649:48

USC484

clearance good morning star check four eighty four to hobby
information echo

MEM-ATCT-141
USC484

Page 2 of 2

1649:55	CD	star check four eighty four
1649:57 1650	USC484	ah that's correct sir star check four eighty four
1650:04	CD	star check four eighty four memphis clearance delivery cleared to the houston airport via the memphis five departure except maintain three thousand then as filed departure frequency will be one two four point six five squawk one five one seven
1650:20	USC484	star check four eighty four one five one seven copy the rest have a good afternoon sir
1650:26	CD	star check four eighty four readback's correct ah memphis ground one two one point niner taxi
1650:30 1651 1652 1653 1654 1655 1656 1657 1658 1659 1700 1701 1702 1703 1704 1704:28	USC484	see ya

End of Transcript



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: INFORMATION: Partial Transcript;
Aircraft Accident; USC484
8 SM West of Hernando, MS August 17, 2000 1704 UTC

Date: September 19, 2000

From: Memphis ATCT

Reply to
Attn of:

To: Aircraft Accident File MEM-ATCT-141

This transcription covers the Memphis ATCT Ground Control Two position for the time period from August 17, 2000, 1634 UTC to August 17, 2000, 1704:54 UTC.

Agencies making transmissions
USC484, BE58
Memphis ATCT Ground Control Two

Abbreviations
USC484
GC2

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving USC484:

William R. Dunham
William R. Dunham
Quality Assurance Program Specialist
Memphis ATCT

1634
1635
1636
1637
1638
1639
1640
1641
1642
1643
1644
1645
1646
1647
1648
1649
1650

1650:40

USC484

ground star check four eighty four taxi outa wilson air

MEM-ATCT-141
USC484

Page 2 of 2

1650:48	GC2	star check four eighty four memphis ground roger taxi to runway one eight left via yankee
1650:52	USC484	okay one eight left via yankee and has that baron at the west at the west sector there has he called you yet
1650:56	GC2	yes sir he should be ah moving
1650:58	USC484	okay
1651		
1652		
1653		
1654		
1655		
1656		
1657		
1658		
1659		
1700		
1701		
1702		
1703		
1704		
1704:54		

End of Transcript



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: INFORMATION: Partial Transcript;
Aircraft Accident; USC484
8 SM West of Hernando, MS August 17, 2000 1704 UTC

Date: August 9, 2000

From: Memphis ATCT

Reply to
Attn of:

To: Aircraft Accident File MEM-ATCT-141

This transcription covers the Memphis ATCT Local Control Two position for the time period from August 17, 2000, 1647:37 UTC to August 17, 2000, 1706:44 UTC.

Agencies making transmissions

USC484, BE58

Memphis ATCT Local Control Two

Abbreviations

USC484

LC2

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving USC484:

William R. Dunham
Quality Assurance Program Specialist
Memphis ATCT

1647:37		
1648		
1649		
1650		
1651		
1652		
1652:58	USC484	tower star check four eighty four's ready ah one eight left
1653:03	LC2	star check four eighty four you first or second
1653:06	USC484	well ah i was gonna be second but he passed the taxiway so
1653:10	LC2	look like you gonna be first now one eight left position and hold be ready

MEM-ATCT-141
USC484

Page 2 of 2

1653:14	USC484	four eighty four ready to go one eight left position and hold
1653:49	LC2	star check four eighty four cleared for takeoff turn right two two zero
1653:52	USC484	star check four eighty four cleared to go one eight left two two zero on the heading
1654		
1654:39	LC2	star check four eighty four contact departure
1654:41	USC484	star check four eighty four to departure good day
1655		
1656		
1657		
1658		
1659		
1700		
1701		
1702		
1703		
1704		
1705		
1706		
1706:44		

End of Transcript



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: INFORMATION: Partial Transcript;
Aircraft Accident; USC484
8 SM West of Hernando, MS August 17, 2000 1704 UTC

Date: September 19, 2000

From: Memphis ATCT

Reply to
Attn of:

To: Aircraft Accident File MEM-ATCT-141

This transcription covers the Memphis ATCT Departure Control West position for the time period from August 17, 2000, 1620:37 UTC to August 17, 2000, 1728:26 UTC.

Agencies making transmissions

USC484, BE58

Memphis ATCT Departure Control West

BTA3848, E145

Abbreviations

USC484

DRA

BTA3848

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving USC484:

William R. Dunham
William R. Dunham

Quality Assurance Program Specialist
Memphis ATCT

1620:37

1621

1622

1623

1624

1625

1626

1627

1628

1629

1630

1631

1632

1633

1634

1635

1636

MEM-ATCT-141
USC484

Page 2 of 6

1637

1638

1639

1640

1641

1642

1643

1644

1645

1646

1647

1648

1649

1650

1651

1652

1653

1654

1654:50 USC484

departure star check four eighty four one thousand for three thousand two twenty assigned

1655

1655:08 DRA

star check four eighty four memphis departure radar contact

1655:11 USC484

three thousand two twenty assigned

1655:13 DRA

okay star check four eighty four memphis departure radar contact

1655:37 DRA

star check four eighty four climb and maintain six thousand

1655:40 USC484

star check four eighty four up to six thousand

1656

1657

1657:12 DRA

star check four eighty four ah fly heading two zero zero

1657:17 USC484

star check four eighty four two zero zero

1658

1659

1700

1700:09 BTA3848

memphis approach jet link thirty eight forty eight with you leveling twelve thousand echo

1700:18 DRA

jet link thirty eight forty eight approach roger

1700:28 BTA3848

and approach thirty eight forty eight one eight left on request

MEM-ATCT-141
USC484

Page 3 of 6

1700:32 1701	DRA	thirty eight forty eight roger plan that
1701:16	USC484	star check four eighty four we're gonna shut the master switch off we've got a electrical fire
1701:21	DRA	star check four eighty four say again
1701:22	USC484	sir we gonna shut the master switch off we've got a electrical fire sir
1701:26	DRA	roger - - - forty eighty four ah tunica airport's the closet one to you it's about twelve miles off to your southwest
1701:33	USC484	standby
1701:36 1702	USC484	okay sir we need to declare emergency we are descending
1702:18	DRA	star check four eighty four there is a turf field just four miles northeast of your position hernando mississippi uh the next one's twelve miles southwest which is tunica mississippi
1702:39	USC484	star check four eighty four are you ah where's that airport sir we need to land immediately
1702:43 1703	DRA	roger heading ah zero two zero it's northeast your position four miles hernando mississippi
1703:01	DRA	star check four eighty four suppose there's a lot a houses around the ah airport in that area there it's ah on a zero two zero heading it's about four miles
1703:31	DRA	jet link thirty eight forty eight descend and maintain six thousand
1703:35	BTA3848	down to six thousand jet link thirty eight forty eight
1703:42	DRA	star check four eighty four can you hear me
1703:50	DRA	jet link thirty eight forty eight yeah i need you to fly to the east about eight miles and look for something we've got a aircraft we've lost radar with out that way he was havin' a problem fly heading of one zero zero

MEM-ATCT-141
USC484

Page 4 of 6

1704:00	BTA3848	heading one zero zero jet link thirty eight forty eight
1704:29	BTA3848	approach jet link thirty eight forty eight
1704:31	DRA	jet link thirty eight forty eight
1704:33	BTA3848	what frequency was he on we'll try to contact him
1704:35	DRA	he was on one twenty four sixty five
1704:38	BTA3848	roger
1704:42	DRA	star check four eighty four how do you hear me
1704:50	BTA3848	star check four sixty four jet link ah thirty eight forty eight how do you read
1704:54	DRA	star check four eighty four is his number
1704:58	BTA3848	star check four eighty four jet link thirty eight forty eight how do read
1705:18	BTA3848	star check four eighty four jet link thirty eight forty eight roger over
1705:28	DRA	jet link thirty eight forty eight did you ever make communication with him
1705:31	BTA3848	no no response
1705:33	DRA	roger turn right heading one four zero it's about four miles you see the lake down off to your right
1705:38	BTA3848	alright heading one four zero we're looking for the lake big lake right top of our wing
1705:43	DRA	very big lake
1705:44	BTA3848	oh yeah we got it

1705:46	DRA	okay he's appeared to be about a mile east of that about four miles ahead of you uh just due south of hernando airport if you see that it'll be off to your left
1705:55	BTA3848	alright we're looking
1705:57	DRA	heading one eight zero
1705:59	BTA3848	one eight zero on the heading thirty eight forty eight
1706:24	DRA	jet link thirty eight forty eight we lost radar with him about two miles south of your position right there
1706:28	BTA3848	alright we do have a ah column of black smoke but we can't see ah anything else
1706:43	DRA	jet link thirty eight forty eight roger thank you for your help there
1706:47	BTA3848	mind if we do one more three sixty to see anything
1706:51	DRA	yeah that's approved you can descend and maintain ah six thousand do a three sixty er four thousand
1706:55	BTA3848	alright down to four thousand we'll be doing it
1707		
1708		
1709		
1709:08	DRA	jet link thirty eight forty eight can you tell anything about it
1709:11	BTA3848	ah yes sir we're circling over it now we can't really see anything on the ground the smoke is starting to dissipate but there ah several boats heading that direction so something happened
1709:23	BTA3848	we might see something else though standby we'll just keep circling here if you don't mind
1709:28	DRA	ah it's up to you i can bring you back in now they've got some ah people on the way down there i can bring you back into memphis if you're ready you can make one more loop it's up to you
1709:35	BTA3848	we'll do one more circle and we'll be back we've got plenty fuel

MEM-ATCT-141
USC484

Page 6 of 6

1709:38	DRA	roger
1709:39	BTA3848	and we're early
1710		
1711		
1711:29	BTA3848	approach jet link thirty eight forty eight
1711:32	DRA	jet link thirty eight forty eight go ahead
1711:34	BTA3848	the smoke is all gone now we really couldn't see much but a whole bunch of boats headed that direction so i guess we ready to go back
1711:41	DRA	okay sir fly heading three six zero
1711:44	BTA3848	heading three six zero jet link thirty eight forty eight
1711:46	DRA	you did say there appeared to be a fire
1711:48	BTA3848	yeah ah at least initially the smoke went away but there's an obvious column of black smoke
1711:54	DRA	okay
1712		
1713		
1714		
1715		
1716		
1717		
1718		
1719		
1720		
1721		
1722		
1723		
1724		
1725		
1726		
1727		
1728		
1728:26		

End of Transcript