



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

January 18, 2013

REPORT NO.

FAY-ATCT-0014

NAME OF REPORTING FACILITY

Charleston (SC) ATCT (CHS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 16, 2012

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1912 N5714W makes initial contact with CHS WEST. WEST issues IFR beacon code. N5714W acknowledged.
- 1913 WEST advises N5714W of radar contact. WEST issues CHS altimeter, issues IFR clearance, and instructs N5714W to climb and maintain 5,000. N5714W acknowledged.
- 1919 WEST instructed N5714W instructed to contact Shaw Air Force Base Approach. N5714W acknowledged.

No More Follows



DEPARTMENT OF THE AIR FORCE  
20th FIGHTER WING (ACC)  
SHAW AIR FORCE BASE, SOUTH CAROLINA

24 Jan 13

MEMORANDUM FOR FAYETTVILLE (NC) AIRPORT TRAFFIC CONTROL TOWER

FROM: 20 OSS/OSAR ACCTLR (MSgt Jolly)

SUBJECT: Aircraft Accident – N5714W

1. Shaw Approach Control has secured the following reference N5714W.

- a) AF Form 3616 – Daily Events Log
- b) AF Form 3626 – Position Log
- c) Flight Progress Strip
- d) Original Voice Recording
- e) Original Video Playback

2. All services provided by Shaw Approach Control were normal. The following is a list of events in chronological order reference N5714W. (All times below are in Universal Time)

- 1919 – N5714W made initial radio contact with Shaw Approach Control
- 1920 – N5714W requested 15 degrees left for weather buildup. Request approved.
- 1924 – N5714W returned to course.
- 1927 – Shaw Approach Control pointed out N5714W to Myrtle Beach ATCT.
- 1933 – Communications transferred to Florence ATCT.

3. All information listed in section 1 will be made available upon request from appropriate agencies. Please contact myself or CMSgt Van Der Wal with any questions you may have. I can be reached by email at [REDACTED] or by phone at [REDACTED] CMSgt Van Der Wal can be reached by email at [REDACTED] or by phone at [REDACTED].

///signed, 24 Jan 13///  
Nicky S. Jolly, MSgt, USAF  
Assistant Chief Controller, RAPCON



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE  
January 02, 2013

REPORT NO.  
FAY-ATCT-0014

NAME OF REPORTING FACILITY  
Myrtle Beach ATCT (MYR)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 16, 2012

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

1927 Shaw Approach Control (SSC) called Myrtle Beach East Radar (ER) and requested a point out approval on beacon code 1075 (N5714W) at 5,000 feet. ER approved the point out.

No More Follows



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE  
December 21, 2012

REPORT NO.  
FAY-ATCT-0014

NAME OF REPORTING FACILITY  
Florence ATCT (FLO)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 16, 2012

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

1933 N5714W called Florence Approach (AP) leveled at 5,000 feet. AP issued the altimeter 3000. N5714W acknowledged.

1950 AP switched N5714W to Fayetteville Approach frequency. N5714W acknowledged.

No More Follows



# Federal Aviation Administration

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## Memorandum


Date: January 18, 2013  
To: Aircraft Accident File FAY-ATCT-0014  
From: Fayetteville (NC) Airport Traffic Control Tower  
Subject: INFORMATION: Partial Transcript  
Aircraft Accident, N5714W  
Parkton, NC, December 16, 2012

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This transcription covers the Fayetteville (NC) Airport Traffic Control Tower (ATCT) F AP position for the time period from December 16, 2012, 1946 UTC, to December 16, 2012, 2049 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
P28A, N5714W	N5714W
Fayetteville ATCT, East Radar	ER
Fayetteville ATCT, Local Control	LC
CRJ2, AIR WISCONSIN AIRLINES CORPORATION (APPLETON, WI), AWI3631	AWI3631
Fayetteville ATCT, Ground Control	GC
C152, N25754	N25754

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N5714W.

  
Peter J. Gilmore  
Staff Support Specialist  
Fayetteville (NC) ATCT

1946  
(1947-1950)  
1951

1951:41 N5714W fayetteville approach cherokee five seven one four  
whiskey checking in with you five thousand

1951:47 ER cherokee five seven one four whiskey fayetteville  
approach advise when you have information alpha expect  
vector i l s runway four approach

1951:54 N5714W and (unintelligible) we have ah alpha we'll expect i l s  
four

1951:57 ER cherokee one four whiskey thank you fayetteville  
altimeter two nine nine nine

1952:02 N5714W nine nine  
1953  
(1954-1956)  
1957

1957:20 ER november one four whiskey ah are you able direct zodgi

1957:27 N5714W ah direct ah which one sir

1957:30 ER the initial approach fix runway four are you able to  
navigate direct zodgi

1957:34 N5714W (unintelligible)

1957:39 ER and one four whiskey ah turn right heading zero five  
five and join the final approach course report  
established over

1957:53 ER that last transmission was for cherokee one four whiskey  
fayetteville

1957:56 N5714W i'm sorry ah yes sir turning to zero five five join the  
approach course

1958:00 ER roger report established

1958:02 N5714W report established  
1959

1959:41 ER november one four whiskey area of moderate precipitation  
one o'clock and three miles and is only two miles in  
diameter

1959:48 N5714W (unintelligible) for one four whiskey  
2000  
(2001-2003)  
2004

2004:38 ER (unintelligible) for one four whiskey descend and  
maintain two thousand three hundred verify established

2004:44 N5714W two thousand three hundred and couldn't (unintelligible)  
isn't quite established yet sir

FAY-ATCT-0014  
N5714W

Page 3 of 11

2004:49 ER okay roger

2004:51 N5714W and is ah heading five five zero five five still look good (unintelligible)

2004:55 ER affirmative  
2005  
2006

2006:07 ER and november one four whiskey you're one zero miles from the final approach fix fly present heading maintain at or above two thousand three hundred until established on the localizer cleared i l s straight in runway four

2006:18 N5714W copy cleared the i l s and i think we're established now thanks

2006:22 ER november one four whiskey roger contact tower one one eight point three good day

2006:25 N5714W thanks for your help one one eight point (unintelligible)  
2007  
2008  
2009

2009:43 ER local east

2009:44 LC local

2009:45 ER one four whiskey looks like he's ah drifting right of course

2009:47 LC alright t g

2009:48 ER e z  
2010

2010:59 ER local east

2011:00 LC i'm talking to him

2011:01 ER alright e z

2011:01 LC t g  
2012

FAY-ATCT-0014  
N5714W

Page 4 of 11

2013

2014

2014:51 LC east local

2014:51 ER east

2014:52 LC one four whiskey is gonna climb and maintain two thousand runway heading and try the approach again

2014:56 ER (unintelligible) r p

2014:58 LC say again

2014:58 ER approved r p

2014:59 LC t g  
2015

2015:22 LC he's having a lot of problems holding a steady heading he's trying a ninety heading right now at two thousand

2015:27 ER okay r p

2015:27 LC t g

2015:44 N5714W departure five seven one four whiskey is with you on heading zero nine five going to zero nine zero (unintelligible) now

2015:51 ER cherokee five seven four one whiskey fayetteville departure radar contact climb and maintain two thousand three hundred

2015:56 N5714W two thousand three hundred  
2016

2016:42 ER cherokee one four whiskey turn right heading one four zero

2016:45 N5714W one four zero  
2017

2017:18 ER cherokee one four whiskey turn right heading two two zero

FAY-ATCT-0014  
N5714W

Page 5 of 11

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2017:28 ER cherokee one four whiskey turn right heading two two zero

2017:31 N5714W two two zero

2017:49 ER one four whiskey what heading are you going at this time

2017:52 N5714W (unintelligible) currently ah three one zero

2017:55 ER and ah one four whiskey roger you were suppose to fly heading of a two two zero do you copy

2018:00 N5714W two two zero thanks

2018:01 ER november one four whiskey are you having problems with your airplane you can't um fly an appropriate heading

2018:05 N5714W okay i'm ah currently no gyro i think the best thing for me to climb a little bit and go to my alternate of ah columbus or some point south

2018:15 ER ah one four whiskey can you navigate to um (unintelligible) airport since you have no gyro

2018:21 N5714W ah yes sir i can

2018:24 ER one one four whiskey what airport do you want to go to

2018:26 N5714W ah columbus would be fine sir

2018:30 ER one four whiskey roger

2018:37 ER cherokee one four whiskey cleared direct columbus county airport climb and maintain three thousand

2018:56 ER cherokee five seven four one whiskey cleared direct columbus county airport maintain three thousand

2019:06 ER and one four whiskey fayetteville approach

FAY-ATCT-0014  
N5714W

Page 6 of 11

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2019:10 ER november five seven one four whiskey fayetteville approach

2019:12 N5714W approach

2019:13 ER and um it appears that um your altitude is changing erratically you going up to eighteen hundred down to eighteen hundred then up to two thousand three hundred are you okay

2019:21 N5714W uh no i'm not okay right now

2019:23 ER you want to come into fayetteville

2019:25 N5714W uh the best thing to

2019:30 ER one four whiskey fayetteville approach

2019:38 ER one four whiskey fayetteville approach

2019:39 N5714W yeah approach

2019:40 ER one four whiskey um can you fly southwest bound

2019:44 N5714W yeah southwest  
2020

2020:07 ER and one four whiskey you flying southwest bound at this time

2020:10 N5714W yeah heading in a heading two five three right now altitude two thousand five hundred trying to climb to three

2020:17 ER alright one four whiskey roger maintain at um you said two five zero heading at this time

2020:21 N5714W two five zero

2020:23 ER alright one four whiskey can you do um gyro nongyro standard turns

FAY-ATCT-0014  
N5714W

Page 7 of 11

2020:28 N5714W ah i think so yes sir

2020:34 ER alright one four whiskey um turn left

2020:53 ER one four whiskey stop turn

2020:55 N5714W ah yes sir  
2021

2021:01 ER and one four whiskey you expect an i l s into ah  
fayetteville

2021:05 N5714W ah if i'm ah set up you put me in my good position for  
that now yes sir

2021:10 ER alright one four whiskey um you didn't turn left at all  
sir you know how to do a nongyro gyro approach

2021:15 N5714W ah yes sir i've done the deal before

2021:53 ER and one four whiskey when you was coming in for the  
approach the first time was you picking up the um  
glideslope and localizer to track it inbound

2021:59 N5714W ah affirmative sir

2022:01 ER roger were gonna try this one more time um for the i l s  
approach runway four

2022:10 ER one four whiskey you copy

2022:11 N5714W good copy

2022:22 ER and one four whiskey what um heading you showing what  
what heading you showing you going at this time

2022:27 N5714W ah finally showing heading ah two six eight  
(unintelligible)

2022:40 ER and one four four whiskey are you having the computer  
fly your airplane or are you flying the airplane

FAY-ATCT-0014  
N5714W

Page 8 of 11

2022:44 N5714W uh no sir i'm flying her

2022:47 ER one four whiskey say again

2022:48 N5714W i'm flying no auto pilot

2022:52 ER alright one four whiskey i need you to fly southwest bound you was flying southwest bound now you're flying exactly west bound

2022:57 N5714W okay i'm showing (unintelligible)

2023:01 ER one four whiskey can you fly heading of a two zero zero

2023:07 N5714W two zero zero

2023:14 ER and one four whiskey do you have a compass on your um airplane north south east or west

2023:19 N5714W affirmative sir

2023:20 ER alright just fly straight south and we can start from there straight south bound one eight zero heading straight south okay

2023:26 N5714W one eight zero  
2024  
2025  
2026

2026:08 ER one four whiskey i want you to fly west bound heading of a two seven zero direct west copy

2026:12 N5714W (unintelligible)

2026:17 ER one four whiskey copy fly west heading two seven zero

2026:20 N5714W good copy two seven zero

2026:23 ER alright make sure it says west now west fly the west  
2027  
2028  
2029

FAY-ATCT-0014  
N5714W

Page 9 of 11

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2029:42 ER november one four whiskey four miles from the final approach fix turn right heading north bound on a zero one zero maintain two thousand until established on the localizer cleared i l s runway four approach you copy

2029:54 N5714W affirmative heading is zero one zero maintain two thousand cleared for the approach

2029:59 ER one four whiskey verify let's make sure it says north

2030:02 N5714W north

2030:26 ER one four whiskey report when established on the localizer and picking up the glideslope

2030:30 N5714W advise when on the localizer

2030:57 ER and one four whiskey you picking up the localizer

2031:00 N5714W (unintelligible)

2031:02 ER one four whiskey you're cutting out on the radio verify your picking up the localizer

2031:06 N5714W (unintelligible) sir

2031:07 ER alright you going to start your descent you starting your descent down to two

2031:10 N5714W ah say again there sir

2031:12 ER one four whiskey maintain two thousand when you established on the localizer you established

2031:16 N5714W established on the localizer

2031:17 ER alright you picking up the glideslope

2031:19 N5714W negative on the glideslope

FAY-ATCT-0014  
N5714W

Page 10 of 11

2031:21 ER roger

2031:33 ER and one four whiskey you was are you not on the  
localizer anymore

2031:37 N5714W (unintelligible)

2031:38 ER one four whiskey maintain three thousand

2031:43 ER one four whiskey fayetteville approach

2031:50 ER november five seven one four whiskey fayetteville  
approach

2031:58 ER november five seven one four whiskey fayetteville  
approach how do you hear me if you hear me ident

2032:12 ER november five seven one four whiskey fayetteville  
approach how do you hear me

2032:31 ER ah one four whiskey fayetteville approach

2032:47 ER november five seven one four whiskey fayetteville  
approach

2032:56 ER wisconsin thirty six thirty one are picking up an e l t

2032:59 AWI3631 no we've been listening but ah negative  
2033

2033:17 ER november one four whiskey fayetteville approach

2033:24 ER november one four whiskey this is fayetteville approach  
on guard if you can hear me um change to my frequency  
one three three point zero  
2034

2034:45 ER november five seven one four whiskey fayetteville  
approach can you hear me

2035  
2036  
2037  
2037:05 GC east local east ground

FAY-ATCT-0014  
N5714W

Page 11 of 11

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2037:06 ER (unintelligible)

2037:06 GC i need the call sign on that whiskey delta

2037:10 ER five eight one four whiskey

2037:12 GC five eight one four whiskey type aircraft

2037:17 ER p a twenty eight p a twenty eight

2037:19 GC alright thank you e z

2037:27 ER and that's five seven one four whiskey  
2038  
(2039-2041)  
2042

2042:27 ER november five seven one four whiskey fayetteville  
approach how do you hear me

2042:34 ER wisconsin thirty six thirty one are you picking up an e  
l t

2042:37 AWI3631 negative we've been monitoring the whole time but we're  
not picking one up

2042:40 ER november seven five four are you picking up an e l t

2042:43 N25754 ah let me listen  
2043

2043:05 N25754 negative on the e l t for seven five four

2043:08 ER seven five four roger thank you  
2044  
(2045-2048)  
2049

End of Transcript



# Federal Aviation Administration

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## Memorandum

Date: January 18, 2013  
To: Aircraft Accident File FAY-ATCT-0014  
From: Fayetteville (NC) Airport Traffic Control Tower  
Subject: INFORMATION: Partial Transcript  
Aircraft Accident, N5714W  
Parkton, NC, December 16, 2012

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This transcription covers the Fayetteville (NC) Airport Traffic Control Tower (ATCT) LC LC position for the time period from December 16, 2012, 2002 UTC, to December 16, 2012, 2045 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
P28A, N5714W	N5714W
Fayetteville ATCT, Local Control	LC
Fayetteville ATCT, East Radar	ER
Fayetteville ATCT, Watch Supervisor	WS
M20P, Veterans Airlift Command (St. Louis Park, MN), HRF8EY	HRF8EY
Fayetteville Fire Department Vehicle Three	SAFETY3
Fayetteville Fire Department Vehicle One	SAFETY1
Fayetteville ATCT, Ground Control	GC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N5714W.



Peter J. Gilmore  
Staff Support Specialist  
Fayetteville (NC) ATCT

2002  
(2003-2006)  
2007

2007:10 N5714W tower one four whiskey ah with you three thousand five hundred descending two thousand

2007:16 LC november five seven one four whiskey fayetteville tower runway four cleared to land wind two four zero at three

2008  
2009

FAY-ATCT-0014  
N5714W

Page 2 of 7

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2009:43	ER	local east
2009:44	LC	local
2009:45	ER	one four whiskey looks like he's ah drifting right of course
2009:47	LC	alright t g
2009:48 2010	ER	e z
2010:30	LC	november one four whiskey fayetteville
2010:33	N5714W	fayetteville one four whiskey
2010:34	LC	november one four whiskey you receiving the localizer
2010:39	N5714W	having a little bit of trouble right now i seem to have lost some gyros but i think we're getting there
2010:44	LC	november one four whiskey roger maintain two thousand suggest heading zero two zero to join the localizer
2010:50	N5714W	zero two zero
2010:59	ER	local east
2011:00	LC	i'm talking to him
2011:01	ER	alright e z
2011:01	LC	t g
2011:24	LC	november one four whiskey maintain one thousand nine hundred until you're receiving the glideslope
2011:30 2012	N5714W	one thousand nine hundred thanks
2012:15	LC	november one four whiskey is crossing cinlo

FAY-ATCT-0014  
N5714W

Page 3 of 7

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2012:18 N5714W crossing cinlo  
2013

2013:30 LC november one four whiskey did you ever receiver the  
glideslope

2013:33 N5714W i'm sorry sir yes sir i would have \*(da) i realize we're  
coming now

2013:37 LC november one four whiskey roger you want to come back  
out for another approach

2013:39 N5714W ah i think we're doing okay if it looks okay to you

2013:42 LC november one four whiskey i can't really tell with ah  
with your rate of descent if you want to start that  
descent and execute a localizer only approach your  
cleared ah i l s correction localizer runway four

2013:53 N5714W copy one four whiskey  
2014

2014:29 LC november one four whiskey approach clearance canceled  
climb and maintain two thousand fly runway heading

2014:34 N5714W copy climb on runway heading and climb to two thousand

2014:40 LC we're still showing overcast here at five hundred and  
you're just coming out of twelve hundred feet there half  
a mile out so we're just gonna do this again if that's  
alright

2014:48 N5714W that'll be fine thanks one four whiskey

2014:51 LC east local

2014:51 ER east

2014:52 LC one four whiskey is gonna climb and maintain two  
thousand runway heading and try the approach again

2014:56 ER (unintelligible) r p

FAY-ATCT-0014  
N5714W

Page 4 of 7

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2014:58 LC say again

2014:58 ER approved r p

2014:59 LC t g  
2015

2015:05 LC november one four whiskey fly heading zero nine zero now  
climb and maintain two thousand

2015:10 N5714W climb and maintain two thousand heading zero nine zero

2015:13 LC november one four whiskey what heading are you showing

2015:15 N5714W zero eight one

2015:16 LC okay fly heading zero nine zero climb and maintain two  
thousand contact departure on one three three point zero

2015:22 LC he's having a lot of problems holding a steady heading  
he's trying a ninety heading right now at two thousand

2015:27 ER okay r p

2015:27 LC t g  
2016

2016:09 LC i have the i d s it's up to date for fayetteville first  
three as posted all runways are available four is the  
primary airport conditions are normal i f r due to the  
ceilings ah flow is in the i d s one sector no training  
communication status and traffic not talking to one four  
whiskey i told you about him having his altitude so  
watch him real hard when he does this next approach okay  
um acey gonna call you ten minutes prior for his ah  
release time and that's it i have the position d d t g

2017

2018

2019

2019:38 ER one four whiskey fayetteville approach

2019:39 N5714W yeah approach

2019:40 ER one four whiskey um can you fly southwest bound

FAY-ATCT-0014  
N5714W

Page 5 of 7

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2019:44 N5714W yeah southwest  
2020

2020:11 LC overlap complete t g  
2021  
(2022-2031)  
2032

2032:30 WS local

2032:32 LC local

2032:33 WS hey do you see that aircraft out there at all

2032:35 LC negative  
2033

2033:04 WS local watch desk

2033:05 LC local

2033:06 WS ah i think that aircraft might of went down about five  
miles

2033:11 LC okay i'm looking i don't see anything right now

2033:14 WS (unintelligible) anything or hear anything alright  
thanks

2033:15 LC d d

2033:29 LC hero flight eight echo yankee you're not hearing a e l t  
are you

2033:33 HRF8EY negative

2033:34 WS local east go ahead and ring the crash phone out and ah  
get on the ah red phone and call out nine one one to  
please

2033:40 LC (unintelligible)  
2034

2034:46 SAFETY3 fayetteville ground safety three

2034:52 LC safety three fayetteville ground alert three possibly five miles southeast of the airport a um ah one single engine (unintelligible) aircraft ah went down

2035:06 SAFETY3 you say he's south of the airport

2035:10 LC safety three affirmative he was on a five mile final

2035:15 SAFETY3 roger ground (unintelligible) so he's down now he's not on the airport he's off the airport

2035:25 LC safety three affirmative five mile final

2035:48 SAFETY3 fayetteville ground safety three ah trying to confirm ah ah he's not he's not making it to the airport he's already down

2035:55 LC safety three affirmative ah he fell he went off the radar scope approximately five miles southeast of the airport coming in for runway four and ah he hasn't landed at the airport at all we're not seeing him

2036:21 SAFETY3 ah roger fayetteville ground we are unable to take the ah vehicles off the airport ah i guess i'm going to have to ah maybe take the pick up truck and ah ride out that way and see if i can ah spot something that way

2036:32 LC safety three roger  
2037

2037:27 ER and that's five seven one four whiskey

2037:29 LC it was five seven one four whiskey he was on a one mile final \*(oh co)  
2038

2038:18 SAFETY1 fayetteville ground safety one

2038:21 LC safety one fayetteville ground

2038:22 SAFETY1 fayetteville ground have you contacted the ah the city fire department

2038:26 LC safety one affirmative i just got off the phone with

them

2038:32 SAFETY1 roger that

2038:58 GC combining ah we're splitting down ground and c i c i  
just need your traffic i have all the information  
regarding the emergency

2039:04 LC okay the only thing i have acey fifty two sixty four had  
a four two wheels up time he's at the ramp ready to taxi  
and hero flight eight echo yankee is holding short of  
runway one zero for departure ah safety and um talking  
to safety one and safety three already alerted the crash  
phone and gave them all the information i had that's it

2039:22 GC ah verify i have control of runway one zero for taxiing  
and crossing

2039:25 LC ah control of one runway one zero except for the  
intersection of runway four

2039:29 GC alright e z

2039:30 LC d d  
2040  
(2041-2044)  
2045

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.



# Federal Aviation Administration

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## Memorandum

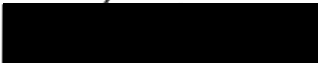
Date: January 18, 2013  
To: Aircraft Accident File FAY-ATCT-0014  
From: Fayetteville (NC) Airport Traffic Control Tower  
Subject: INFORMATION: Partial Transcript  
Aircraft Accident, N5714W  
Parkton, NC, December 16, 2012

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This transcription covers the Fayetteville (NC) Airport Traffic Control Tower (ATCT) FA CI position for the time period from December 16, 2012, 2004 UTC, to December 16, 2012, 2049 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Fayetteville ATCT, East Radar	ER
Fayetteville ATCT, Local Control	LC
CRJ2, AIR WISCONSIN AIRLINES CORPORATION (APPLETON, WI), AWI3631	AWI3631
C152, N25754	N25754

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N5714W.

  
Peter J. Gilmore  
Staff Support Specialist  
Fayetteville (NC) ATCT

2004  
(2005-2008)

2009

2009:43 ER local east

2009:44 LC local

2009:45 ER one four whiskey looks like he's ah drifting right of course

2009:47 LC alright t g

FAY-ATCT-0014  
N5714W

Page 2 of 2

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2009:48 ER e z  
2010

2010:59 ER local east

2011:00 LC i'm talking to him

2011:01 ER alright e z

2011:01 LC t g  
2012  
(2013-2041)  
2042

2042:27 ER november five seven one four whiskey fayetteville  
approach how do you hear me

2042:34 ER wisconsin thirty six thirty one are you picking up an e  
l t

2042:37 AWI3631 negative we've been monitoring the whole time but we're  
not picking one up

2042:40 ER november seven five four are you picking up an e l t

2042:43 N25754 ah let me listen  
2043

2043:05 N25754 negative on the e l t for seven five four

2043:08 ER seven five four roger thank you  
2044  
(2045-2048)  
2049

End of Transcript



# Federal Aviation Administration

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## Memorandum

Date: January 18, 2013

To: Aircraft Accident File FAY-ATCT-0014

From: Fayetteville (NC) Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript  
 Aircraft Accident, N5714W  
 Parkton, NC, December 16, 2012

This transcription covers the Fayetteville (NC) Airport Traffic Control Tower (ATCT) WS SI position for the time period from December 16, 2012, 2015 UTC, to December 16, 2012, 2048 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Fayetteville ATCT, East Radar	ER
P28A, N5714W	N5714W
Fayetteville ATCT, Watch Supervisor	WS
Fayetteville ATCT, Local Control	LC
CRJ2, AIR WISCONSIN AIRLINES CORPORATION (APPLETON, WI), AWI3631	AWI3631
Fayetteville ATCT, Ground Control	GC
Washington ARTCC, Sampson Sector	ZDCC
Washington ARTCC, Supervisor	ZDCWS

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N5714W.



Peter J. Gilmore  
 Staff Support Specialist  
 Fayetteville (NC) ATCT

2015  
 (2016-2019)  
 2020

2020:18 ER whiskey roger maintain at um you said two five zero heading at this time

2020:21 N5714W two five zero

2020:23 ER alright one four whiskey can you do um gyro nongyro standard turns

2020:28 N5714W ah i think so yes sir

2020:34 ER alright one four whiskey um turn left

2020:53 ER one four whiskey stop turn

2020:55 N5714W ah yes sir  
2021

2021:01 ER and one four whiskey you expect an i l s into ah  
fayetteville

2021:05 N5714W ah if i'm ah set up you put me in my good position for  
that now yes sir

2021:10 ER alright one four whiskey um you didn't turn left at all  
sir you know how to do a nongyro gyro approach

2021:15 N5714W ah yes sir i've done the deal before

2021:53 ER and one four whiskey when you was coming in for the  
approach the first time was you picking up the um  
glideslope and localizer to track it inbound

2021:59 N5714W ah affirmative sir

2022:01 ER roger were gonna try this one more time um for the i l s  
approach runway four

2022:10 ER one four whiskey you copy

2022:11 N5714W good copy

2022:22 ER and one four whiskey what um heading you showing what  
what heading you showing you going at this time

2022:27 N5714W ah finally showing heading ah two six eight  
(unintelligible)

2022:40 ER and one four four whiskey are you having the computer  
fly your airplane or are you flying the airplane

2022:44 N5714W uh no sir i'm flying her

2022:47 ER one four whiskey say again

2022:48 N5714W i'm flying no auto pilot

2022:52 ER alright one four whiskey i need you to fly southwest bound you was flying southwest bound now you're flying exactly west bound

2022:57 N5714W okay i'm showing (unintelligible)

2023:01 ER one four whiskey can you fly heading of a two zero zero

2023:07 N5714W two zero zero

2023:14 ER and one four whiskey do you have a compass on your um airplane north south east or west

2023:19 N5714W affirmative sir

2023:20 ER alright just fly straight south and we can start from there straight south bound one eight zero heading straight south okay

2023:26 N5714W one eight zero  
2024  
2025  
2026

2026:08 ER one four whiskey i want you to fly west bound heading of a two seven zero direct west copy

2026:12 N5714W (unintelligible)

2026:17 ER one four whiskey copy fly west heading two seven zero

2026:20 N5714W good copy two seven zero

2026:23 ER alright make sure it says west now west fly the west  
2027  
2028  
2029

FAY-ATCT-0014  
N5714W

Page 4 of 9

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2029:42 ER november one four whiskey four miles from the final approach fix turn right heading north bound on a zero one zero maintain two thousand until established on the localizer cleared i l s runway four approach you copy

2029:54 N5714W affirmative heading is zero one zero maintain two thousand cleared for the approach

2029:59 ER one four whiskey verify let's make sure it says north

2030:02 N5714W north

2030:26 ER one four whiskey report when established on the localizer and picking up the glideslope

2030:30 N5714W advise when on the localizer

2030:57 ER and one four whiskey you picking up the localizer

2031:00 N5714W (unintelligible)

2031:02 ER one four whiskey your cutting out on the radio verify you're picking up the localizer

2031:06 N5714W (unintelligible) sir

2031:07 ER alright you going to start your descent you starting your descent down to two

2031:10 N5714W ah say again there sir

2031:12 ER one four whiskey maintain two thousand when you established on the localizer you established

2031:16 N5714W established on the localizer

2031:17 ER alright you picking up the glideslope

2031:19 N5714W negative on the glideslope

FAY-ATCT-0014  
N5714W

Page 5 of 9

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2031:21 ER roger

2031:33 ER and one four whiskey you was are you not on the  
localizer anymore

2031:37 N5714W (unintelligible)

2031:38 ER one four whiskey maintain three thousand

2031:43 ER one four whiskey fayetteville approach

2031:50 ER november five seven one four whiskey fayetteville  
approach

2031:58 ER november five seven one four whiskey fayetteville  
approach how do you hear me if you can hear me ident

2032:12 ER november five seven one four whiskey fayetteville  
approach how do you hear me

2032:30 WS local

2032:32 LC local

2032:33 WS hey do you see that aircraft out there at all

2032:35 LC negative

2032:47 ER november five seven one four whiskey fayetteville  
approach

2032:56 ER wisconsin thirty six thirty one are picking up an e l t

2032:59 AWI3631 no we've been listening but ah negative  
2033

2033:04 WS local watch desk

2033:05 LC local

2033:06 WS ah i think that aircraft might of went down about five miles

2033:11 LC okay i'm looking i don't see anything right now

2033:14 WS (unintelligible) anything or hear anything alright thanks

2033:15 LC d d

2033:17 ER november one four whiskey fayetteville approach

2033:24 ER november one four whiskey this is fayetteville approach on guard if you can hear me um change to my frequency one three three point zero

2033:34 WS local east go ahead and ring the crash phone out and ah get on the ah red phone and call out nine one one to please

2033:40 LC (unintelligible)  
2034

2034:45 ER november five seven one four whiskey fayetteville approach can you hear me

2035  
2036  
2037

2037:05 GC east local east ground

2037:06 ER (unintelligible)

2037:06 GC i need the call sign on that whiskey delta

2037:10 ER five eight one four whiskey

2037:12 GC five eight one four whiskey type aircraft

2037:17 ER p a twenty eight p a twenty eight

2037:19 GC alright thank you e z

2037:27 ER and that's five seven one four whiskey

2037:29 LC it was five seven one four whiskey he was on a one mile  
final oh

2038

2038:02 WS sampson fayetteville seventy one line

2038:06 ZDCC sam

2038:06 WS hey can you have your watch sup pick up this line  
(unintelligible)

2038:09 ZDCC ah the watch sup pick up this line stand by

2038:12 WS alright

2038:51 WS hey i was trying to call you on the other line i can't  
get anybody we got a ah aircraft i guess we need to get  
a alnot on him but we lost radio and radar on him five  
mile final at fayetteville

2039:01 ZDCWS okay hold on a second

2039:02 WS alright

2039:03 ZDCWS let me get a piece of paper here

2039:17 ZDCWS (unintelligible) call sign

2039:19 WS november one seven

2039:27 ZDCWS november one seven

2039:29 WS one five seven one four whiskey

2039:33 ZDCWS cessna november one five seven one four whiskey

2039:35 WS cherokee

2039:36 ZDCWS cherokee

2039:37 WS five seven one four whiskey

2039:39 ZDCWS okay and landing fayetteville and you lost comms and everything with him

2039:43 WS we lost his comms he was having problems and we giving him some no gyro vectors he was having some problems and we got him established on final

2039:49 ZDCWS right

2039:50 WS and about five to six miles his radios were started breaking up and then we his primary target went off and we lost radio contact

2039:59 ZDCWS okay we're gonna ah set something up (unintelligible) what time was this

2040:02 WS about ah thirty four

2040:04 ZDCWS thirty four okay

2040:05 WS alright thanks

2040:05 ZDCWS thank you x d

2040:06 WS n c  
2041  
2042

2042:01 ZDCC fayetteville seventy one sampson

2042:14 WS fayetteville

2042:16 ZDCC yeah what was that call sign again on that aircraft that ah overdue

2042:21 WS november five seven one four whiskey

2042:25 ZDCC okay i'll let them know that thanks

FAY-ATCT-0014  
N5714W

Page 9 of 9

2042:27      WS            alright n c

2042:27      ZDCC           k r  
2043  
(2044-2047)  
2048

End of Transcript



# Federal Aviation Administration

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## Memorandum


Date: January 22, 2013  
To: Aircraft Accident File FAY-ATCT-0014  
From: Fayetteville (NC) Airport Traffic Control Tower  
Subject: INFORMATION: Partial Transcript  
Aircraft Accident, N5714W  
Parkton, NC, December 16, 2012

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This transcription covers the Fayetteville (NC) Airport Traffic Control Tower (ATCT) GC GC position for the time period from December 16, 2012, 2032 UTC, to December 16, 2012, 2132 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Fayetteville ATCT, Ground Control	GC
Fayetteville ATCT, East Radar	ER
Fayetteville ATCT, Local Control	LC
Fayetteville Fire Department Vehicle One	SAFETY1
Fayetteville Fire Department Vehicle Seven	SAFETY7

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N5714W.

  
Peter J. Gilmore  
Staff Support Specialist  
Fayetteville (NC) ATCT

2032  
(2033-2036)

2037

2037:05 GC east local east ground

2037:06 ER (unintelligible)

2037:06 GC i need the call sign on that whiskey delta

2037:10 ER five eight one four whiskey

2037:12 GC five eight one four whiskey type aircraft

2037:17 ER p a twenty eight p a twenty eight

2037:19 GC alright thank you e z

2037:27 ER and that's five seven one four whiskey

2037:29 LC it was five seven one four whiskey he was on a one mile  
final ch

2038

2038:58 GC combining ah we're splitting down ground and c i c i  
just need your traffic i have all the information  
regarding the emergency

2039:04 LC okay the only thing i have acey fifty two sixty four had  
a four two wheels up time he's at the ramp ready to taxi  
and hero flight eight echo yankee is holding short of  
runway one zero for departure ah safety and um talking  
to safety one and safety three already alerted the crash  
phone and gave them all the information i had that's it

2039:22 GC ah verify i have control of runway one zero for taxiing  
and crossing

2039:25 LC ah control of one runway one zero except for the  
intersection of runway four

2039:29 GC alright e z

2039:30 LC d d  
2040  
(2041-2043)  
2044

2044:03 SAFETY1 fayetteville ground safety one

2044:09 GC safety four \*(fay) ground

2044:12 SAFETY1 fayetteville ground this is safety one what type of  
aircraft was that was that ah that went down

2044:18 GC safety one it was a cherokee it was a p a twenty eight  
cherokee

FAY-ATCT-0014  
N5714W

Page 3 of 4

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2044:29 SAFETY1 could you kind of pin point was the last location off the radar

2044:32 GC yeah it was five mile final so i just ah looked over the overlap and it looked like it ah was pretty much over i ninety five about a five mile final you want to start about there

2044:44 SAFETY1 roger that sir  
2045  
(2046-2056)  
2057

2057:21 SAFETY7 fayetteville ground safety seven you was transmitting it was unreadable

2057:24 GC safety seven negative i wasn't transmitting ah what do you need sir

2057:35 SAFETY7 do do we have any type of land mark ah on that five miles out on that aircraft

2057:40 GC safety seven ah like i said i think it was around the the ah around i ninety five five miles southwest of this airport

2057:52 SAFETY7 roger copy so it is around the i ninety five ah corridor

2058:00 GC roger ah that's correct safety seven the five mile final ah is right over i ninety five and five miles out ah that's we're you guys should be looking

2058:13 SAFETY7 roger ground  
2059

2059:13 SAFETY7 fayetteville fayetteville ground

2059:20 GC safety seven ground go ahead

2059:23 SAFETY7 roger say type aircraft aircraft souls on board

2059:26 GC safety seven all we know it was a cherokee right now ah we have the call sign but we don't know the souls on board or fuel remaining in time call sign of the aircraft was five seven one four whiskey november five seven one four whiskey over

FAY-ATCT-0014  
N5714W

Page 4 of 4

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2059:42 SAFETY7 roger copy  
2100  
(2101-2124)  
2125  
2125:02 SAFETY7 fayetteville ground safety seven

2125:04 GC safety seven fayetteville ground

2125:06 SAFETY7 roger my ah battalion chief was trying to ah confirm  
with me ah we trying to still find out if is there any  
way we can find out how many souls were on board

2125:14 GC ah we don't have that information we ah stand by we'll  
we'll ah call and see if we can find out

2125:21 SAFETY7 roger i also found out he was enroute from ah  
summerville south carolina if that helps i don't know  
2126

2126:18 GC safety seven ah we're being told it was one soul on  
board

2126:23 SAFETY7 copy ground (unintelligible) thank you  
2127  
(2128-2131)  
2132

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.