

Memorandum

DATE: July 14, 2014
TO: Aircraft Accident File PRC-FCFSS-0104
FROM: Prescott Contracted Flight Service Station
SUBJECT: Partial Transcript
Aircraft Accident, N2428Q
Morton, TX, June 18, 2014

This transcription covers the Prescott Contracted Flight Service Station (FCFSS) WS030 PF position for the time period from June 18, 2014, 18:06:45 UTC, to June 18, 2014, 18:16:19 UTC.

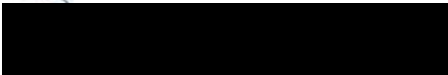
Agencies Making Transmissions

Abbreviations

Prescott, FCFSS, WS030
P46T, N2428Q

WS030
N2428Q

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N2428Q.


Mark Oglesby
Quality Assurance Specialist
Prescott FCFSS

1806:45 WS030 lockheed martin flight service stand by one please

1806:48 N2428Q okay

1806:51 WS030 trying to document something here (unintelligible)---okay
thank you so much and how may i help you and i see this
is two four two eight quebec

1807:21 N2428Q right and i'm up in alfa sierra echo i'd like to file i

1807:26 WS030 aspen

1807:27 N2428Q yeah i'd like file i f r with you to brenham i think it's

eleven romeo

1807:33 WS030 let me check eleven romeo and this is meridian uh tom
taylor

1807:39 N2428Q yes

1807:40 WS030 okay let me check the one one romeo identifier please uh
brenham brenham texas

1807:50 N2428Q yeah

1807:51 WS030 airport one one romeo

1807:52 N2428Q yeah

1807:53 WS030 that read back is good that's correct sir that checks

1807:57 N2428Q (unintelligible) and it's eleven romeo

1807:59 WS030 affirmative that checks one one romeo eleven romeo is that
identifier for that airport

1808:05 N2428Q okay

1808:07 WS030 what time you departing aspen sir

1808:10 N2428Q uh probably in about thirty minutes

1808:12 WS030 one eight three eight zulu would be that time

1808:16 N2428Q direct yeah direct

1808:18 WS030 uh huh

1808:20 N2428Q and uh let's see this'll be about three and a half hours in flight four and a half hours of fuel on board with three souls and we'll be at flight level two seven o

1808:38 WS030 any alternates or remarks

1808:41 N2428Q uh no what's (unintelligible) reporting right now

1808:46 WS030 okay i partially heard that i would think you were saying brenham report you wanted

1808:50 N2428Q yeah what's brenham reporting

1808:52 WS030 let me go ahead and read this back make sure that i input it correctly november two four two eight quebec meridian is gonna cruise at two five zero knots you're departing aspen colorado alfa sierra echo at one eight three eight zulu requesting flight level two seven zero flying direct and landing one one romeo negative alternates or remarks uh your time en route three hours and three zero minutes three souls on board and four hours and three zero minutes of fuel tom taylor abilene based okay sir---okay that's on file oh you're going down to houston lucky you

1809:34 N2428Q yeah

1809:35 WS030 yeah but

1809:36 N2428Q (unintelligible)

1809:37 WS030 i like i love houston i i want to move there when i retire

1809:41 N2428Q (unintelligible) been there done that

1809:43 WS030 well my daughter and son in law lived in houston for years and i have family down there and all in texas but they moved up to aspen so they're sitting in aspen right now

1809:52 N2428Q (unintelligible) oh i see

1809:54 WS030 yeah so anyway (unintelligible) um i'm gonna take a look at the currents uh one one romeo automated wind one eight zero at thirteen gusting seventeen ten miles visibility with clear skies below twelve thousand temperature thirty two dew point twenty two altimeter three zero zero one and remarks lightning distant east you do have convective sigmet it looks like it is in the vicinity of the houston area by the way um (unintelligible) i'm gonna take a look at it right now yes that's convective sigmet seven six central (unintelligible) and that is uh let me get a movement on that for you make sure it's---it's not gonna affect you but i'm sure it will (unintelligible)

1810:47 N2428Q okay

1810:47 WS030 as it always does you know you got a dry line out there just sweeping that moisture right up off the gulf and continuing on and up into uh it looks like uh the precip *(that) was going to um oh kansas and then the same over in the northern ohio valley but uh yeah the track on these storms are from the south heading north direct true north is what it looks like

1811:14 N2428Q yeah *(i'm familiar with it)

1811:15 WS030 and it and it's in a developing in fact they are talking about uh this uh convective sigmet seven six central which is valid until nineteen fifty five zulu uh it's actually a line is what it is it looks like a box to me but they've made it uh two zero *(mile) uh looking like that because it's a twenty nautical mile wide line running from uh two zero southeast of uh i believe lufkin lima foxtrot kilo i'll check that

1811:46 N2428Q right yeah that's lufkin

1811:47 WS030 is that what it is okay lufkin to uh india alfa hotel so houston there (unintelligible) uh developing line to reiterate twenty nautical wide movement from the south one niner zero at fifteen knots tops to forty three thousand and you do have a convective sigmet out *(well

this) is gonna spread all the way up to dallas and over looks like over to dallas fort worth so it'll all be up in central i'd i'd say uh the central state of texas widespread uh all south and just short of uh galveston i suppose but uh definitely adversely in the uh convective uh activity (unintelligible) uh let's see so the machine is picking that up now pilot weather reports i have uh several of those oh it looks like they're all down (unintelligible) oh aspen i have one yeah some light to moderate moderate turbulence below seventeen thousand and then light from seventeen thousand to eighteen thousand five hundred so you got a regional jet (unintelligible) so it's pretty bumpy getting out of aspen today ten miles due north of aspen is when he gave that report a regional jet but i was concentrating down around south there---oh goodness you're gonna be at twenty seven thousand there is some light to moderate rime ice between twenty six thousand to twenty four thousand by a uh boeing seven fifty seven

1813:22 N2428Q where was that at

1813:23 WS030 fifty miles northwest of juliet echo november i'm gonna uh check it here

1813:28 N2428Q what's that

1813:29 WS030 decode it but i i can move a little bit faster on my graphics on these pilot weather reports hm wonder why i got it over here uh it would put it---that's at glen rose texas is what it is juliet echo november is the vortac glen rose so you definitely got some good icing in this mess and uh uh glen rose yeah it's up there in the fort worth area looks like light rime icing

1814:00 N2428Q yeah

1814:01 WS030 yeah light to moderate rime by a (unintelligible) aircraft---and it's building it's pretty much widespread uh for the low to *(midlevel) cumulus clouds building in texas state right now uh you got a line of them it looks even before that yeah you'll enter (unintelligible) you what this looks like from your departure you got cumulus building all heading down into towards the south

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1814:30 N2428Q right

1814:31 WS030 towards the gulf right now so

1814:33 N2428Q well we can *(stop it) in abilene that's okay yeah we'll
*(pick up some radar)

1814:37 WS030 abilene my town abilene (unintelligible) okay let's see
here so anyway you want me to take a look at abilene and
see if there's any (unintelligible) what the taf is there
and any kind of adversity like notams or closures

1814:53 N2428Q oh i've got i've got all that i've got all that

1814:55 WS030 you got that okay so t f rs i'm kinda doing a quick check
there's no t f rs along the route presidents anywhere
nowhere in sight there (unintelligible) uh no adverse
notams airport closure runway closure departure final
destination you got your convective sigmet uh data there
and the outlook actually i didn't tell you outlook is uh
(unintelligible) well it's already a sigmet outlook
*(says) uh valid from nineteen fifty five to twenty three
fifty five but you know it's already there so that's
pretty much for the texas area and uh

1815:31 N2428Q alright

1815:31 WS030 then you have for climb out moderate turbulence widespread
*(till you leave) you should break out about well you're
gonna be well well or high by the plains um colorado
breaking out it's calling eighteen thousand feet and
below for your moderate (unintelligible) actually
moderate turbulence below eighteen thousand
(unintelligible) and that from departure till just north
of tucumcari figure all in the rockies all in the
mountains

1815:58 N2428Q *(rocky mountain air)

1816:00 WS030 so anything else sir i can look at for you

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1816:02 N2428Q (unintelligible) i guess that ought to do it i sure
 appreciate it

1816:07 WS030 well i sure appreciate you too so anyway

1816:09 N2428Q ah thank you

1816:10 WS030 give us a pilot weather report if you get a chance for
 additional en route weather advise if you need high
 altitude frequency otherwise check your density altitude
 have a safe flight sir you're on file

1816:18 N2428Q alright

1816:19 WS030 good day 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.
