

NATIONAL TRANSPORTATION SAFETY BOARD

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IN RE: :
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THE AIRCRAFT ACCIDENT : NTSB Accident No.
INVOLVING N97049 ON : CEN16FA276
JULY 21, 2016 :
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July 21, 2016

Correspondence Between Lockheed Martin
Weather Briefer and N7409Y Pilot.

This transcript was produced from audio
provided by the National Transportation Safety Board.

P-R-O-C-E-E-D-I-N-G-S

(0749 UT)

MR. ALEXANDER: This copy is being prepared by Washington Contract Flight Service Station. The subject concerns the aircraft accident involving November 7409 Yankee on July 21, 2016, at approximately 1613 Coordinated Universal Time. The facility involved in this aircraft accident is the Lockheed Martin Washington Contract Flight Service Station.

The position of operation being copied is Workstation 56 Preflight. I certify that the following is a true copy of the original recorded transmissions pertaining to the aircraft accident. My name is John T. Alexander. I'm employed as a quality assurance specialist at Washington Contract Flight Service Station. This portion of the copy concerns communications at Workstation 56 Preflight during the period from 0749 Coordinated Universal Time through 0754 Coordinated Universal Time on July 21, 2016.

(Inaudible.)

BRIEFER: Lockheed Martin Flight Service.

N7409Y: Hey, good morning. Jerry Bernard (Phonetic), a Twin Comanche, 7409 Yankee. I've got a profile (Inaudible).

BRIEFER: Yes, sir.

1 N7409Y: I'm not far out of south Florida,
2 64FA to Naked Lady Airport. I'm planning on traveling
3 to SRB to Sparta, Tennessee.

4 BRIEFER: Yes, sir.

5 N7409Y: I'm just trying to get a quick
6 briefing on what's the weather and any possible CFRs or
7 notices.

8 BRIEFER: You going VFR or IFR?

9 N7409Y: Plan on going VFR.

10 BRIEFER: Altitude (Inaudible)?

11 N7409Y: About one hour from now, and
12 probably around 8,000 feet, right in that area.

13 BRIEFER: How long will it take you to get
14 up there?

15 N7409Y: That is going to be at 500 -- about
16 three hours.

17 BRIEFER: Okay, let's see. Along that route
18 of flight, I have really -- right now, VFR flight's not
19 recommended because there are numerous stations
20 reporting marginal VFR because of (Inaudible) they're
21 visibility one and a quarter with haze, clear blue at
22 12,000, though (Inaudible). A lot of stations are
23 showing restricted visibility pretty much sporadically
24 all the way there. There are a couple of (Inaudible)
25 Sierras. I'm not actually along the route of flight,

1 but adjacent to it, just (Inaudible) Sparta. Nothing
2 as far as (Inaudible) relatively higher (Inaudible) the
3 area (Inaudible) areas of restricted visibility
4 (Inaudible). Visibility unrestricted, with showers
5 (Inaudible).

6 N7409Y: Okay.

7 BRIEFER: (Inaudible) forecast?

8 N7409Y: Yes, what do they got for three or
9 four hours from now (Inaudible)?

10 BRIEFER: The area forecasts are pretty
11 vague. Let's see. South Carolina, Georgia, and
12 Florida, scattered 5,000. Scattered Cirrus until 04,
13 then isolated light rain showers, thunderstorms, light
14 rain (Inaudible) 400. South Carolina, after 0800 Zulu,
15 areas of visibility three to five (Inaudible).
16 Tennessee, for the eastern portion, scattered 6,000,
17 scattered to broken 15,000, top site level's 200,
18 becoming between 08 and 1,000 scattered 12,000,
19 scattered to broken Cirrus. Occasional visibility's
20 three miles, at best.

21 N7409Y: Okay.

22 BRIEFER: The wind's aloft for you at 9,000
23 (Inaudible) after 0900 Zulu. I guess that's cool with
24 you.

25 N7409Y: Yes.

1 BRIEFER: Miami's showing 10011,
2 Jacksonville 06016 (Inaudible) 705, Knoxville 3406
3 (Phonetic). No TFRs and no major notems (Phonetic)
4 along that route of flight (Inaudible) requested
5 (Inaudible) contact radio 122.2. That was basically an
6 abbreviated version. Anything else I can get for you?

7 N7409Y: No, that should be fine. I think I
8 can pull that one off.

9 BRIEFER: Yes, it shouldn't be too bad.
10 Like I said, just once the mist and all that starts
11 burning off when the sun comes up, it should be a
12 pretty nice day, it looks like, along that route.

13 N7409Y: Great. All right, thank you.

14 BRIEFER: No problem, sir, have a great day.

15 N7409Y: (Inaudible.)

16 MR. ALEXANDER: This is the end of the
17 Workstation 56 Preflight copy concerning the aircraft
18 accident involving November 7409 Yankee.

19 (Whereupon, the above-entitled audio excerpt
20 was concluded at approximately 0754 UT.)
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C E R T I F I C A T E

MATTER: Aircraft Accident Involving
N97049 on July 21, 2106
Accident No. CEN16FA276
Correspondence Between Lockheed Martin
Weather Briefer and N7409Y Pilot

DATE: 07-21-16

I hereby certify that the attached transcription of page 1 to 6 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.

[REDACTED]

NEAL R. GROSS

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