



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT OF AIRCRAFT ACCIDENT

(Continuation Sheet)

REPORT DATE

January 13, 2017

REPORT NO.

TKI-FCT-0008

NAME OF REPORTING FACILITY

McKinney FCT (TKI)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

January 5, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME

UNLESS OTHERWISE SPECIFIED

- 1733 N972JK called Ground Control (GC) for taxi from the self serve fuel pumps, requested flight following to Macon County Airport (1A5) at 17,500, and advised he had the weather. GC instructed N972JK to taxi to Runway 36. N972JK acknowledged.
- 1734 GC issued flight following instructions to N972JK. N972JK acknowledged.
- 1743 N972JK called Local Control (LC) ready for takeoff on Runway 36 and depart to the east. LC cleared N972JK for takeoff on Runway 36 authorized the aircraft to proceed on course. N972JK acknowledged.
- 1744 LC instructed N972JK to contact Regional Departure (D10). N972JK acknowledged.

No More Follows



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

REPORT DATE

January 19, 2017

REPORT NO.

ZME-ARTCC-0274

NAME OF REPORTING FACILITY

Dallas/Ft. Worth TRACON (D10)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 05, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1744 N972JK departed Collin County Regional McKinney Airport (TKI).
- 1745 N972JK contacted the Dallas North Controller (DN) leaving two thousand two hundred for seventeen thousand five hundred. DN RADAR identified N972JK and instructed them to climb and maintain V F R at or below five thousand feet. N972JK acknowledged the instructions.
- 1750 DN advised N972JK they had left the DFW Class Bravo Airspace and to climb unrestricted. N972JK acknowledged the instruction. DN instructed N972JK to contact Fort Worth ARTCC (ZFW). N972JK acknowledged the communications transfer.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 12, 2017	REPORT NO. ZME-ARTCC-0274
	NAME OF REPORTING FACILITY Fort Worth ARTCC (ZFW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 05, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1750 N972JK checks on Seavr Low Altitude Radar Position(R37) frequency and is issued the altimeter setting.

1803 R37 issues frequency change to Texarkana Low Altitude Radar Position(R27). N972JK checks on R27 frequency and is issued the altimeter setting.

1817 N972JK requests an IFR clearance and climb to FL250 for equipment checks. R27 asks N972JK to submit a flight plan on frequency and issues an IFR clearance and climb to FL250.

1828 R27 transfers communication to Pine Bluff High Altitude Radar Position.

1832 Pine Bluff High Altitude Position calls Texarkana High Altitude Radar Associate Position and requests control for lower N972JK.

1838 Greenville Low Altitude Position(M67) calls R27 and asking them to block one seven thousand and below for N972JK who had emergency with equipment failure. R27 advises they will coordinate with Monroe Low Altitude Radar Position(R30). R30 mistakenly answers the call from M67 initially.

1839 R27 coordinates with R30 to block for N972JK.

1841 M67 calls R27 and asks them to attempt contact with N972JK. R27 attempts contact with no success.

1842 R27 calls M67 telling them no joy on N972JK.

1843 R27 attempts contact.

1844 ENY3478 calls on 121.5 and advises he heard N972JK broadcast on 135.87. R27 calls M67 to coordinate information passed on by ENY3478.

1845 R27 attempts contact with ENY3478.

1846 R27 calls M67 to advise they are no longer in contact with ENY3478. R27 briefs relief about N972JK.

1849 R30 calls M67 to inquire about blocking for N972JK. M67 informs R30 they only need to block four thousand and below.

1850 M67 calls R27 and asks them to block four thousand and below. R27 calls R30 about blocking four thousand and below.

1852 R27 calls R30 about blocking for N972JK.

1854 R27 asks M67 to enter four thousand in data block to indicate airspace blocked.



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

REPORT DATE

January 12, 2017

REPORT NO.

ZME-ARTCC-0274

NAME OF REPORTING FACILITY

Fort Worth ARTCC (ZFW)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

1908 R30 calls M67 to inquire about continuing to block airspace for N972JK. M67 says yes.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 31, 2017	REPORT NO. ZME-ARTCC-0274
	NAME OF REPORTING FACILITY Memphis ARTCC (ZME)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 05, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1828 N972JK checked on frequency with Memphis ARTCC Pine Bluff High Radar Control Position (R44) at FL250. R44 acknowledged N972JK.

1832 N972JK requested descent to 17,500 feet. R44 advised N972JK to stand by for coordination. R44 coordinated N972JK's descent with Fort Worth ARTCC (ZFW) Texarkana Sector and advised ZFW that N972JK was descending without a clearance. R44 cleared N972JK to descend and maintain FL190.

1833 N972JK acknowledged the clearance to FL190. R44 asked N972JK if everything was alright. N972JK advised he was having an equipment issue and would like to cancel IFR and descend to 17,500 feet. R44 cleared N972JK to descend to FL190 and contact ZME on 135.87 for a lower altitude. N972JK checked on frequency with ZME Helena Low Altitude Radar Control Position (R15) at FL230 descending to FL190.

1834 R15 acknowledged N972JK.

1835 R44 called R15 and inquired if N972JK advised he had an equipment issue. R15 advised that N972JK had not. R44 advised R15 that N972JK was having an equipment issue and requested to go VFR at 17,500 feet and was descending prior to a descent clearance being issued. R15 cleared N972JK to 17,000 feet and issued the Little Rock, AR (LIT) altimeter. N972JK acknowledged the descent clearance. R15 asked N972JK if he needed any assistance. N972JK advised he was okay. R15 acknowledged N972JK.

1836 N972JK advised he was declaring an emergency. R15 advised N972JK to state his emergency and request. The only response from N972JK was "I" followed by static.

1837 R15 tried to contact N972JK three times.

1838 R15 requested N945P try to contact N972JK. R15 and N945P tried to contact N972JK and received no response. HAWG63 advised he heard N972JK on his initial emergency call.

1839 R15 tried to contact N972JK and received no response. R15 broadcasted to N972JK that radar contact was lost and the minimum altitude in the area was 2,300 feet.

1840 R15 tried to contact N972JK and received no response. R15 requested N945P try to contact N972JK. N945P received no response.

1841 N945P tried to contact N972JK and received no response. R15 requested ZFW Texarkana Sector try to contact N972JK.

1843 R15 requested N945P try to contact N972JK over the Gurdon, Arkansas Airport UNICOM.



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

REPORT DATE

January 31, 2017

REPORT NO.

ZME-ARTCC-0274

NAME OF REPORTING FACILITY

Memphis ARTCC (ZME)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 1847 N945P advised he received no response from N972JK.
- 1849 ZFW Monroe Low Sector advised R15 they were blocking 17,000 feet and below for N972JK. R15 advised ZFW Monroe Low that the last altitude readout on N972JK was 3,500 feet and requested ZFW Monroe Low block 4,000 feet and below.
- 1850 D15/67 requested ZFW block 4,000 feet and below for N972JK.
- 1853 R15 broadcasted three PIREPs for icing in the vicinity of Oxford, MS (UOX), Cape Girardeau, MO (CGI), and Dyersburg, TN (DYS).
- 1854 R15 requested aircraft listen for an ELT. ZFW requested D15/67 enter 4,000 feet in N972JK's data block.
- 1858 R15 broadcasted AIRMET ZULU Update 3.
- 1914 ALNOT was issued.
- 1945 Arkansas State Patrol notified ZME Watch Desk that N972JK had been located with two fatalities.

No More Follows

Air Traffic Mandatory Occurrence Report

ZME-M-2017/01/05-0001

SUMMARY

J1. Summary – provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

N972JK, a COL4/T, was in contact with R15. Controller said that N972JK declared an emergency for an unknown mechanical issue. The last known altitude of N972JK was 17,000 in a rapid decent in the vicinity of 5M8, ADF, and 4F7. ALNOT immediately issued at 18:55Z. Adjacent facilities notified. DEN notified. ROC notified. RCC notified. ELT reported by RCC. Accident checklist started.

Flight Progress Strip(s)

FPS Memphis ARTCC January 05, 2017 UTC

N972JK	MON	18 ⁵⁵	40	LIT 145 040 1855	KTKI./TXK294015 1A5	0557
COL4/T T140 G219 67	345 032 1854					
077 09/3	MON 350/033					LL+ LIT
N972JK	LIT	18 ⁵⁹	40	KTKI./TXK294015 1A5	0557	
COL4/T T140 G154 67	145 040 1855					
077 10/3	MON 008/035					
N972JK	MON	19 ¹⁸	40	KTKI./TXK294015 1A5	0557	
COL4/T T140 G154 15	008 035 1859					
077 11/3	UJM 168/017					
N972JK	UJM	19 ⁵²	40	KTKI./MON287060 1A5	0557	
COL4/T T140 G155 15	238 050 1937					
077 16/4	UJM 168/017					
N972JK	MSL	20 ⁴⁷	250	KTKI./TXK294015 1A5	0557	
COL4/T T140 G161 15 15	350 003 1953					
077 05/2	1A5					
N972JK	UJM	20 ⁵³	40	KTKI./MON287060 /D1+00 1A5	0557	
COL4/T T140 G155 15	238 050 2038					
077 21/5	UJM 168/017					



Federal Aviation Administration

Memorandum

Date: February 06, 2017

To: Aircraft Accident File ZME-ARTCC-0274

From: Memphis Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N972JK
Gurdon, AR, January 05, 2017

This transcription covers the Memphis Air Route Traffic Control Center (ARTCC) R44 R position for the time period from January 05, 2017, 1758 UTC, to January 05, 2017, 1906 UTC.

Agencies Making Transmissions	Abbreviations
N972JK	N972JK
Memphis ARTCC Pine Bluff High Altitude Radar Control Position	R44
Fort Worth ARTCC	ZFW
Memphis ARTCC Helena Low Altitude Radar Control Position	R15

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N972JK.

[REDACTED]

Support Specialist
Memphis ARTCC

1758
(1759-1827)
1828

1828:43 N972JK approach nine seven two juliett kilo flight level two five zero

1828:47 R44 november niner seven two juliett kilo memphis center roger
1829
(1830-1831)

1832
1832:22 N972JK and nine seven juliett kilo we'd like to descend back to

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N972JK

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one seven thousand five hundred

1832:27 R44 alright november two juliett kilo roger uh stand by for coordination

1832:31 R44 texarkana twenty one pine bluff

1832:36 ZFW texarkana

1832:37 R44 request control november two juliett kilo

1832:38 ZFW approved

1832:39 R44 looks like he's descending on his own but i haven't cleared him lower

1832:42 ZFW yeah

1832:42 R44 he's he's requesting lower

1832:43 ZFW okay approved as requested yeah

1832:45 R44 november two juliett kilo uh descend and maintain flight level uh uh one niner zero for now

1832:57 R44 november niner seven two juliett kilo descend and maintain flight level one niner zero

1833:00 N972JK down to one niner zero nine seven two juliett kilo

1833:04 R44 uh is everything alright

1833:18 R44 november two juliett kilo is everything alright

1833:21 N972JK uh we're having a little bit of equipment issue we'd like

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N972JK

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to descend cancel i f r descend down to uh uh one seven
thousand five hundred

1833:30 R44 alright november two juliett kilo roger uh for now descend
and maintain flight level one niner zero and contact uh
memphis center one three five point eight seven they'll
have lower

1833:42 N972JK one three five eight seven nine seven two juliett kilo

1833:48 N972JK approach niner seven two juliett kilo two three thousand
descending down to one niner thousand

1834

1835

1835:02 R15 fifteen and sixty seven

1835:03 R44 uh one and two did two juliett kilo tell you everything

1835:07 R15 uh no he just checked on

1835:09 R44 okay he said that he was having an equipment issue and
wanted to get down below seventeen five and go v f r so
it seemed kind of weird he was already descending before
i gave him a clearance

1835:16 R15 okay

1835:17 R44 okay

1835:18 R15 alright

1835:19 R44 e b

1836

(1837-1905)

1906

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 09, 2017

To: Aircraft Accident File ZME-ARTCC-0274

From: Memphis Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N972JK
Gurdon, AR, January 05, 2017

This transcription covers the Memphis Air Route Traffic Control Center (ARTCC) R15 R position for the time period from January 05, 2017, 1804 UTC, to January 05, 2017, 2048 UTC.

Agencies Making Transmissions	Abbreviations
N972JK	N972JK
Memphis ARTCC Helena/Greenville Low Altitude Radar Control Position	R15
Memphis ARTCC Pine Bluff High Altitude Radar Control Position	R44
N945P	N945P
HAWG62	HAWG62
Fort Worth ARTCC	ZFW
Unknown	UNKN
Envoy 3478	ENY3478
N1824S	N1824S
Memphis ARTCC Hot Springs Low Altitude Radar Control Position	R01
N44WH	N44WH
Colbalt Air, Chronos 31	CNS31
N8456F	N8456F
HAWG63	HAWG63

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N972JK.

[REDACTED]

Support Specialist
Memphis ARTCC

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N972JK

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1804
(1805-1833)
1834

1834:02 N972JK approach nine seven two juliett kilo two three thousand
descending down to one niner thousand

1834:07 R15 niner seven two juliett kilo memphis center roger
1835

1835:02 R15 fifteen sixty seven

1835:03 R44 uh one and two did two juliett kilo tell you everything

1835:07 R15 uh no he just checked on

1835:09 R44 okay he said that he was having an equipment issue and
wanted to get down below seventeen five and go v f r so
it seemed kind of weird he was already descending before
i gave him a clearance

1835:16 R15 okay

1835:17 R44 okay

1835:18 R15 alright

1835:19 R44 e b

1835:20 R15 niner seven two juliett kilo descend and maintain one
seven thousand little rock altimeter three zero zero
three

1835:28 N972JK one seven thousand nine seven two juliett kilo

1835:33 R15 and nine two nine seven two juliett kilo you need any
assistance

1835:37 N972JK uh we're okay right now nine seven two juliett kilo

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N972JK

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1835:40 R15 roger just let me know
1836

1836:39 N972JK nine seven two juliett kilo would like to declare an
emergency

1836:44 R15 niner seven two niner seven two juliett kilo uh state your
emergency and uh your request

1836:52 N972JK i (unitelligible)
1837

1837:04 R15 niner seven two juliett kilo you're not coming over clear
uh say your emergency

1837:17 R15 niner seven two juliett kilo memphis

1837:58 R15 niner seven two juilett kilo uh you there
1838

1838:10 R15 niner four papa can uh memphis center

1838:14 N945P nine four five papa go ahead

1838:18 R15 nine four five papa papa can you hear uh nine seven two
juliett kilo

1838:22 N945P yeah i've been listening here i'll try and make a
transition uh transmission for you

1838:28 N945P nine seven two juliett kilo please respond nine seven two
juliett kilo

1838:38 N945P nine seven two juliett kilo please respond

1838:44 R15 and nine seven two juliett kilo if you hear memphis center
uh minimum uh altitude uh in your area is two thousand
three hundred feet

1838:54 HAWG62 hawg six three uh we heard him too but we only heard his
initial emergency call and we're over greenville now

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N972JK

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1839:00	R15	and nine seven two juliett kilo memphis center how do you hear
1839:25	R15	and nine seven two kilo radar contact lost the minimum altitude in your area is two thousand three hundred how do you hear memphis center
1840		
1840:32	R15	niner seven two juliett kilo memphis
1840:38	R15	and niner four five papa uh see if you can raise that aircraft for me that emergency aircraft is niner seven two juliett kilo again for me
1840:46	N945P	uh roger
1840:47	N945P	nine seven two juliett kilo how do you read nine seven two juliett kilo
1840:58	N945P	center calling nine seven two juliett kilo please uh state your emergency
1841:11	N945P	calling nine seven two juliett kilo we need a response please
1841:19	N945P	negative
1841:20	R15	alright
1841:22	R15	texarkana low greenville low forty seven line
1841:24	ZFW	texarkana
1841:26	R15	hey can you see if you can raise that niner seven two juliett kilo and maybe he's on your frequency there
1841:30	ZFW	yeah yeah i'll try d b

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N972JK

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1841:31 R15 alright

1841:33 UNKN niner seven two juliett kilo

1841:46 N945P memphis center (unintelligible) for nine four five papa

1841:47 R15 nine four five papa say again

1841:48 N945P um was juliett kilo over uh greenville

1841:55 R15 uh negative sir he's uh he's about fifty miles behind you
1842

1842:01 N945P okay roger that

1842:04 N945P can keep looking for him if you like

1842:33 R15 november niner seven two juliett kilo kilo memphis center
1843

1843:01 R15 and niner four five papa memphis

1843:03 N945P go ahead uh memphis four five papa

1843:05 R15 hey wanna see if you can go over to the airport he was
near um the uh frequency is one two two point nine zero
one two two point nine zero and see if you can raise him
there

1843:17 N945P okay what airport is that

1843:19 R15 it's gurdon arkansas airport

1843:22 N945P yeah you said garden arkansas

1843:25 R15 yeah gurdon uh i think that's how you pronounce it golf
uniform romeo delta oscar november gurdon

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N972JK

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1843:35 N945P alright i'll give them a call stand by

1843:55 N945P cirrus nine four five papa calling gurdon arkansas unicom
please respond gurdon
1844

1844:29 ENY3478 fort worth center this is envoy uh thirty uh thirty four
seventy eight on guard

1844:40 ENY3478 yeah we just heard uh uh nine seven two juliett kilo they
were on uh with memphis center on one thirty five eighty
seven uh just about two minutes ago i don't know if they
lost him somewhere in there but uh that's where they were
at

1844:55 ENY3478 no worries
1845
1846

1846:56 N945P and uh memphis cirrus niner four five papa back with you

1846:58 R15 niner four five papa roger did you get anything
1847

1847:01 N945P i got nothing no uh aircraft responded at gurdon um no
unicom responded um couldn't reach anything i did get an
aircraft leaving nine alfa six and he uh reported not
hearing anything from niner seven two juliett kilo so uh
no response

1847:26 R15 and niner four uh five papa roger thanks for your
assistance there sir
1848
1849

1849:06 ZFW greenville low monroe low

1849:11 R15 greenville

1849:12 ZFW hey we're still blocking seventeen and below for two
juliett kilo

1849:14 R15 affirmative

1849:15 ZFW okay thanks

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N972JK

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1849:25	R15	and monroe low greenville low
1849:26	ZFW	monroe
1849:27	R15	you there
1849:28	ZFW	yeah
1849:29	R15	did you just call about the uh block
1849:30	ZFW	yeah
1849:31	R15	okay um that nine seven two juliett kilo you know what's going on there
1849:34	ZFW	uh they kind of just told me just block for him
1849:36	R15	yeah yeah he's an emergency uh the last altitude readout i got from him was thirty five hundred feet there
1849:41	ZFW	okay
1849:42	R15	so uh if you wanna cancel uh you know block four thousand feet and below that will be fine
1849:45	ZFW	okay wilco
1849:46	R15	alright
1850		
(1851-1852)		
1853		
1853:29	R15	attention all aircraft pirep one eight three zero from ox oxford a p a forty seven reported light mixed icing five thousand temperature minus two and a pirep at one eight two five twenty miles south of uh charlie golf india cessna three thirty seven reported uh trace to light rime icing eight thousand temperature minus one zero and a pirep at one eight four eight ten miles east of dyersburg

delta yankee romeo a cessna two oh eight reported light
to mixed icing six thousand temperature minus eight

1854

1854:28 R15 one eight two four sierra memphis

1854:30 N1824S one eight two four sierra go ahead

1854:32 R15 yeah can you go over to uh guard frequency one two one
point five and see if you can pick up an e l t in your
area we had an emergency aircraft there below you it lost
uh radar on him hadn't spoken to him in about twenty
minutes

1854:42 N1824S okay let me let me check i'll be right back with you

1854:45 R15 thank you
1855

1855:04 N1824S memphis uh for falcon one eight two four sierra we're not
hearing anything

1855:06 R15 one eight two four sierra roger and see if you can uh
raise an aircraft it's uh nine seven two juliett kilo
november niner seven two juliett kilo

1855:15 N1824S nine seven two juliett kilo and on this frequency or on
guard

1855:19 R15 on this frequency

1855:20 N1824S okay

1855:23 N1824S nine seven two juliett kilo this is uh falcon one eight
two four sierra how do you read

1855:37 N1824S nine seven two juliett falcon one eight two four sierra
how do you read

1855:50 N1824S and no response uh memphis

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N972JK

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1855:52 R15 one eight two four sierra roger thanks for your help and
uh you can contact little rock approach one three five
point four

1855:58 N1824S okay thirty five four one eight two four sierra thank you
1856
1857
1858
1858:30 R15 attention all aircraft hazardous weather information
airmet zulu updated three for oklahoma texas arkansas
tennessee mississippi alabama missouri illinois indiana
kentucky available on hiwas flight service frequencies

1859
(1900-1901)
1902
1902:44 R15 niner seven two juliett kilo memphis

1902:50 R15 november niner seven two juliett kilo memphis
1903
(1904-1905)
1906
1906:52 R01 r one and two

1906:53 R15 hey sixty seven pat eight zero four see if you get uh see
if he's picking up an e l t for that emergency down there
see if he can see anything

1906:57 R01 okay

1906:58 R15 alright thanks
1907

1907:23 R15 sixty seven

1907:24 R01 yeah uh one and two he said no he couldn't hear an e l t
for him

1907:28 R15 okay he don't see anything down there i guess it's too
cloudy maybe

1907:31 R01 say again

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N972JK

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1907:32 R15 ask him if he sees anything down there like some smoke or anything

1907:35 R01 okay i'll ask him

1907:36 R15 alright thanks
1908

1908:58 R15 uh sixty seven

1908:59 R01 one and two it was a negative no smoke

1909:00 R15 okay thank you

1909:01 R01 alright delta

1909:02 R15 yeah they didn't see nothing the pat didn't hear nothing or see nothing down below
1910
(1911-1912)
1913

1913:26 R15 um this juliett kilo is an emergency came from high descending to uh nineteen um high called and said that uh that he was looking for uh seventeen cause he was having some equipment issues he wanted to go down to seventeen so he could go v f r he checked on descending to nineteen i descended him to seventeen and i ask him did uh he need any assistance and he said uh no no assistance needed and i said okay just let me know if you need anything and he was descending down to seventeen all of a sudden he declares an emergency and calls up and and i tried to get the information from him and everything was staticky and he starts spiraling down last report i got was at thirty five hundred feet he was going eastbound he spiraled up to the north here then back around and lost him off at thirty five hundred feet on radar they're looking for him

1914:10 R15 alright

1914:11 R15 um they're blocking everyone around you four thousand feet and below cause the last report was thirty five hundred feet

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N972JK

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1914:14 R15 did they did they check for e l t's

1914:15 R15 yeap checked for e l t we called the gurdon airport oh
(unintelligible) frequency there

1914:20 R15 alright

1914:21 R15 um had people relay over even uh fort worth and everybody
around him relaying so now they're just uh sending people
out there to look

1914:29 R15 okay

1914:30 R15 um we tried to get (unintelligible) a uh a pat right here
flew over to see if he could see any smoke or anything he
didn't see anything

1914:35 R15 okay

1914:46 R15 and you know about juliett kilo

1914:48 R15 (unintelligible)

1915
(1916-1926)
1927

1927:51 R15 four whiskey hotel memphis

1927:54 N44WH four whiskey hotel go ahead

1927:55 R15 yeah could you uh tune in guard frequency one two one
point five and see if you're picking up an e l t

1928:00 N44WH four whiskey hotel roger

1928:37 N44WH memphis center lance triple four whiskey hotel

1928:39 R15 go ahead sir

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N972JK

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1928:41 N44WH that's a negative contact on guard

1928:43 R15 okay thank you
1929
(1930-1948)
1949

1949:14 R15 chronos three one memphis

1949:15 CNS31 chronos thirty one go ahead

1949:16 R15 yeah if you would for me monitor uh one two one point five
guard and see if your uh picking up an e l t

1949:21 CNS31 we've had it on and uh we've got nothing

1949:24 R15 okay appreciate it
1950
(1951-1957)
1958

1958:06 R15 november eight four five six foxtrot memphis

1958:10 N8456F eight four five six foxtrot with you

1958:14 R15 november eight four five six foxtrot memphis center roger
little rock altimeter's three zero zero two um how do you
hear this transmitter

1958:22 N8456F loud and clear i i called you earlier but i don't think
you caught me

1958:26 R15 yeah we got bad radios in that area uh four six foxtrot uh
five six foxtrot will you do me a favor and monitor guard
on one two one point five and see if your getting an e l
t

1958:36 N8456F uh will do
1959
2000
2001

2001:07 R15 november eight four five six foxtrot memphis

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2001:10 N8456F uh eight four five six foxtrot

2001:12 R15 yeah did you have any uh did you hear anything uh did you hear anything on uh guard

2001:15 N8456F i didn't hear anything at all

2001:16 R15 five six foxtrot appreciate your help contact little rock approach one three five point four

2001:22 N8456F one thirty five four eight four five six foxtrot
2002
2003
2004

2004:18 ZFW greenville on the forty eight monroe

2004:25 R15 greenville

2004:26 ZFW hey did you get any word yet on two juliett kilo

2004:28 R15 negative

2004:29 ZFW we still don't know anything about him uh

2004:30 R15 nope just uh they're still blocking that area they got an helicopter out there looking

2004:33 ZFW yeah yeah i saw that little twenty one hundred out there

2004:35 R15 okay

2004:36 ZFW yeah i just had the controller that was here asking thanks

2004:38 R15 okay
2005
(2006-2008)
2009

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2009:05 HAWG63 memphis hawg sixty three

2009:14 R15 who was that calling

2009:15 HAWG63 hawg sixty three we're just wondering if you ever found
that emergency y'all were looking for

2009:19 R15 no they're still looking for him
2010
(2011-2015)
2016
2016:54 R15 he i guess you don't really know the whole back story but
anyway he was an emergency they think he crashed within
this area somewhere they're looking for him they wanted
us to solicit e l t's if you have anybody through there i
had a guy at five didn't get anything and i had a guy at
twenty going this way that didn't get anything

2017:00 R15 okay

2017:01 R15 um

2017:02 R15 did we talking to him

2017:04 R15 yeah uh josh was handling it but yeah he spiraled out of
about seventeen and

2017:06 R15 spiraled

2017:07 R15 we lost radios with him out of about six or so and i think
they saw him down to about four so there is a whole bunch
of people up front looking for him they gotta heli this
two thousand is a helicopter looking for him

2017:09 R15 okay

2017:10 R15 so there they think he crashed somewhere in that area so
if you uh hear anything or whatever let the superivor
know about that

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2017:12 R15 for sure
2018
(2019-2047)
2048

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 09, 2017

To: Aircraft Accident File ZME-ARTCC-0274

From: Memphis Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N972JK
Gurdon, AR, January 05, 2017

This transcription covers the Memphis Air Route Traffic Control Center (ARTCC) D15 RA position for the time period from January 05, 2017, 1804 UTC, to January 05, 2017, 1945 UTC.

Agencies Making Transmissions	Abbreviations
N972JK	N972JK
Memphis ARTCC Helena/Greenville Low Altitude Radar Control Position	R15
Memphis ARTCC Pine Bluff High Altitude Radar Control Position	R44
Memphis ARTCC Hot Spring Low Altitude Radar Control Position	R01
Memphis ARTCC Helena/Greenville Low Altitude Associate Radar Control Position	D15
Memphis ARTCC Hot Spring Low Altitude Associate Radar Control Position	D01
Fort Worth ARTCC	ZFW
N945P	N945P
N1824S	N1824S

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N972JK.

[REDACTED]

Support Specialist
Memphis ARTCC

1804
(1805-1833)
1834

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N972JK

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1834:02 N972JK approach nine seven two juliett kilo two three thousand
descending down to one niner thousand

1834:07 R15 niner seven two juliett kilo memphis center roger
1835

1835:02 R15 fifteen sixty seven

1835:03 R44 uh one and two did two juliett kilo tell you everything

1835:07 R15 uh no he just checked on

1835:09 R44 okay he said that he was having an equipment issue and
wanted to get down below seventeen five and go v f r so
it seemed kind of weird he was already descending before
i gave him a clearance

1835:16 R15 okay

1835:17 R44 okay

1835:18 R15 alright

1835:19 R44 e b

1835:28 N972JK one seven thousand nine seven two juliett kilo
1836

1836:39 N972JK nine seven two juliett kilo would like to declare an
emergency

1836:44 R15 niner seven two niner seven two juliett kilo uh state your
emergency and uh your request

1836:52 N972JK i (unintelligible)
1837

1837:04 R15 niner seven two juliett kilo you're not coming over clear
uh say your emergency

1837:17 R15 niner seven two juliett kilo memphis

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1837:22 R01 one two

1837:26 D15 sixty seven fifteen i have a point out south of
arkadelphia november niner seven two juliett kilo he is
having an emergency having uh equipment failure we can't
understand so if you can take a point out for now

1837:34 D01 november two juliett kilo point out approved i got nobody
down there right now

1837:35 D15 thank you s g

1837:37 R01 a q

1837:51 D15 elderado greenwood greenville forty eight

1837:55 ZFW elderado

1837:56 D15 can you block one seven thousand and below for november
niner seven two kilo juliett kilo he's having an
emergency and he

1838

1838:02 ZFW i'm sorry this is elderado you need monroe right

1838:04 D15 yes

1838:05 ZFW alright

1838:06 D15 monroe low texarkana low forty seven

1838:10 ZFW monroe low

1838:12 D15 can you uh take a point out or block one seven thousand
and below for november niner seven two juliett kilo he's
having an emergency with equipment failure we're having a
hard time hearing him and he's descending pretty fast

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1838:23	ZFW	where is he at
1838:25	D15	stand by
1838:27	D15	can you see him he's right there on your boundary i sent you a data block
1838:30	ZFW	i don't have a data block you said monroe low
1838:33	D15	no uh sorry i'm calling texarkana
1838:35	ZFW	okay sorry
1838:36	D15	texarkana low greenville low forty seven
1838:49	D15	texarkana low greenville low forty seven
1838:57 1839	D15	texarkana low greenville low forty seven
1839:01	ZFW	texarkana low
1839:02	D15	can you block one seven thousand and below for november niner seven two juliett kilo he's having an emergency with equipment failure and he's descending pretty fast and we're having a hard time hearing him
1839:10	ZFW	alright yeah i will i will block
1839:12	D15	thank you
1839:13	ZFW	and i'll make sure thirty has him too so you can go on straight with him
1839:15	D15	thank you so much
1839:16	ZFW	you're welcome d b

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1839:25 R15 and nine seven two kilo radar contact lost the minimum
altitude in your area is two thousand three hundred how
do you hear memphis center
1840
1840:32 R15 niner seven two juliett kilo memphis
1840:38 R15 and niner four five papa uh see if you can raise that
aircraft for me that emergency aircraft is niner seven
two juliett kilo again for me
1840:46 N945P uh roger
1840:47 N945P nine seven two juliett kilo how do you read nine seven two
juliett kilo
1840:58 N945P center calling nine seven two juliett kilo please uh state
your emergency
1841:11 N945P calling nine seven two juliett kilo we need a response
please
1841:17 N945P negative
1841:18 R15 alright
1841:47 R15 nine four five papa say again
1841:48 N945P um was juliett kilo over uh greenville
1841:55 R15 uh negative sir he's uh he's about fifty miles behind you
1842
1842:01 N945P okay roger that
1842:03 ZFW greenville texarkana low forty eight
1842:05 D15 greenville

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1842:06 ZFW no joy i tried him on my frequency and my guard frequency

1842:09 D15 thank you

1842:10 ZFW your welcome

1842:10 D15 s g

1842:11 ZFW uh keep me advised if you guys can okay

1842:12 D15 wilco s g thank you

1842:13 ZFW thank you d v

1842:33 R15 november niner seven two juliett kilo kilo memphis center
1843

1843:01 R15 and niner four five papa memphis

1843:03 N945P go ahead uh memphis four five papa

1843:05 R15 hey wanna see if you can go over to the airport he was
near um the uh frequency is one two two point nine zero
one two two point nine zero and see if you can raise him
there

1843:17 N945P okay what airport is that

1843:19 R15 it's gurdon arkansas airport

1843:22 N945P yeah you said garden arkansas

1843:25 R15 yeah gurdon uh i think that's how you pronounce it golf
uniform romeo delta oscar november gurdon

1843:35 N945P alright i'll give them a call stand by

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1843:55 N945P cirrus nine four five papa calling gurdon arkansas unicom
please respond gurdon
1844
1844:56 ZFW greenville texarkana forty eight
1844:59 D15 greenville
1845:00 ZFW yeah i just had a envoy call me on guard and said that
they heard two juliett kilo talking to someone over there
about two minutes ago uh did you guys get a hold of him
at all uh
1845:07 D15 (unintelligible) just had another aircraft relay the same
thing we are not hearing him at all so
1845:12 ZFW okay he's at thirty four eight is that one of your
frequencies over there uh thirty four eighty seven
1845:15 D15 one three five point eight seven
1845:17 ZFW yes oh yeah so that is your
1845:18 D15 yeah if he tells you anything else of where he is if he's
on the ground if he's
1845:22 ZFW i don't know i'll see if he can maybe raise him how's that
1845:24 D15 appreciate it yeah that'd be great thank you
1845:25 D15 s g
1845:26 ZFW yeah h b
1846
1846:03 ZFW greenville texarkana forty eight
1846:05 D15 greenville

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1846:06 ZFW i couldn't raise that envoy again he's not listening to me
anymore so sorry about but we'll keep trying that juliett
kilo on our guard as well okay

1846:12 D15 thank you i appreciate it and we'll let you know

1846:13 ZFW alright thanks

1846:14 D15 s g

1846:56 N945P and uh memphis cirrus niner four five papa back with you

1846:58 R15 niner four five papa roger did you get anything
1847

1847:26 R15 and niner four uh five papa roger thanks for your
assistance there sir

1848
1849
1850

1850:29 D15 texarkana low greenville low forty seven

1850:30 ZFW texarkana go ahead

1850:31 D15 reference that uh emergency we had blocking seventeen and
below can you block four thousand and below the last
readout we got on him was at three thousand five hundred
we still have not heard back or uh have a position on him

1850:43 ZFW okay we'll block four and below now for two juliett kilo

1850:45 D15 thank you and if you hear anything from anyone can you
please call us

1850:47 ZFW oh yeah we're gonna keep trying him on guard every couple
of minutes and uh but that's about all we can do probably
so

1850:51 D15 thank you i appreciate it s g
1851

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1852

1853

1853:29 R15 attention all aircraft pirep one eight three zero from ox
oxford a p a forty seven reported light mixed icing five
thousand temperature minus two and a pirep at one eight
two five twenty miles south of uh charlie golf india
cessna three thirty seven reported uh trace to light rime
icing eight thousand temperature minus one zero and a
pirep at one eight four eight ten miles east of dyersburg
delta yankee romeo a cessna two oh eight reported light
to mixed icing six thousand temperature minus eight

1854

1854:28 R15 one eight two four sierra memphis

1854:30 N1824S one eight two four sierra go ahead

1854:32 R15 yeah can you go over to uh guard frequency one two one
point five and see if you can pick up an e l t in your
area we had an emergency aircraft there below you it lost
uh radar on him hadn't spoken to him in about twenty
minutes

1854:42 N1824S okay let me let me check i'll be right back with you

1854:45 R15 thank you

1854:52 ZFW greenville

1854:53 D15 greenville

1854:54 ZFW hey since we're leaving that data block up can you put
four thousand interium in there so we it's portraying
what it is

1854:59 D15 yeah we will

1855:00 ZFW i can't do it

1855:01 ZFW thanks m p

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1855:01 D15 s g

1855:04 N1824S memphis uh for falcon one eight two four sierra we're not hearing anything

1855:06 R15 one eight two four sierra roger and see if you can uh raise an aircraft it's uh nine seven two juliett kilo november niner seven two juliett kilo

1855:15 N1824S nine seven two juliett kilo and on this frequency or on guard

1855:19 R15 on this frequency

1855:20 N1824S okay

1855:23 N1824S nine seven two juliett kilo this is uh falcon one eight two four sierra how do you read

1855:37 N1824S nine seven two juliett falcon one eight two four sierra how do you read

1855:50 N1824S and no response uh memphis

1855:52 R15 one eight two four sierra roger thanks for your help and uh you can contact little rock approach one three five point four

1855:58 N1824S okay thirty five four one eight two four sierra thank you

1856

1857

1858

1858:30 R15 attention all aircraft hazardous weather information airmet zulu updated three four oklahoma texas arkansas tennessee mississippi alabama missouri illinois indiana kentucky available on hiwas flight service frequencies

1859

(1900-1901)

1902

1902:44 R15 niner seven two juliett kilo memphis

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1902:50	R15	november niner seven two juliett kilo memphis
1903		
(1904-1906)		
1907		
1907:23	R15	sixty seven
1907:24	R01	yeah uh one and two he said no he couldn't hear an e l t for him
1907:28	R15	okay he don't see anything down there i guess it's too cloudy maybe
1907:31	R01	say again
1907:32	R15	ask him if he sees anything down there like some smoke or anything
1907:35	R01	okay i'll ask him
1907:36	R15	alright thanks
1908		
1908:25	ZFW	greenville monroe on the forty eight
1908:27	D15	greenville
1908:28	ZFW	hey just about to coordinate with the next guy we're still blocking that four thousand and below out there
1908:31	D15	yeah we are please
1908:32	ZFW	okay
1908:33	D15	s g
1908:58	R15	uh sixty seven
1908:59	R01	one and two it was a negative no smoke

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1909:00 R15 okay thank you

1909:01 R01 alright delta

1909:02 R15 yeah they didn't see nothing the pat didn't hear nothing
or see nothing down below

1910

(1911-1912)

1913

1913:26 R15 um this juliett kilo is an emergency came from high
descending to uh nineteen um high called and said that uh
that he was looking for uh seventeen cause he was having
some equipment issues he wanted to go down to seventeen
so he could go v f r he checked on descending to nineteen
i descended him to seventeen and i ask him did uh he need
any assistance and he said uh no no assistance needed and
i said okay just let me know if you need anything and he
was descending down to seventeen all of a sudden he
declares an emergency and calls up and and i tried to get
the information from him and everything was staticky and
he starts spiraling down last report i got was a thirty
five hundred feet he was going eastbound he spiraled up
to the north here and then back around and lost him off
at thirty five hundred feet on radar they're looking for
him

1914:10 R15 alright

1914:11 R15 um they're blocking everyone around you four thousand feet
and below cause the last report was thirty five hundred
feet

1914:14 R15 did they did they check for e l t's

1914:15 R15 yeap checked for e l t we called the gurdon airport uh
(unintelligible) frequency there

1914:20 R15 alright

1914:21 R15 um had people relay over even uh fort worth and everybody
around him relaying so now they're just uh sending people
out there to look

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1914:29 R15 okay

1914:30 R15 um we tried to get (unintelligible) a uh a pat right here
flew over to see if he could see any smoke or anything he
didn't see anything

1914:35 R15 okay

1914:46 R15 and you know about juliett kilo

1914:48 R15 (unintelligible)
1915
(1916-1944)
1945

End of Transcript

Memphis ARTCC

Weather Products 1/5/2017 UTC

METAR KADF 051756Z AUTO 36004KT 10SM SCT021 SCT027 OVC035 02/M02 A3002 RMK AO2
SLP171 T00221022 10022 20006 50001 FZRANO

METAR KADF 051856Z AUTO 36007KT 10SM BKN024 OVC037 03/M02 A3001 RMK AO2 SLP168
T00331017

I certify the attached copy of the METARs originated from the APG-link to
archived weather is an accurate copy of the original.



Support Specialist
Memphis ARTCC

ZME-ARTCC-0274
N972JK

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