



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

March 10, 2011

Subject: **INFORMATION: Transcript**
ERA11FA070 – Air Traffic Control Transcript Approach Control
Eglin Air Force Base
Eglin Air Force Base, Florida November 23, 2010

This transcription covers the Eglin Air Force Base Approach Control for the time period surrounding the accident flight. An exact time could not be accurately determined and the time noted on the transcript is the recorded time.

Agencies Making Transmissions

Eglin Approach Control
N53456; Cessna 172
N548C; Piper Malibu (Accident Aircraft)
N131MM; Experimental Velocity
Sharp 96; Boeing 757
Acey 5319; CRJ2
Unknown Transmission Origin

Abbreviations

ATC
N53456
N548C
N131MM
Sharp 96
Acey 5319
Unknown

This transcription is developed from the recorded conversations pertaining to the subject aircraft accident involving N548C.

Shawn Etcher
Investigator in Charge
National Transportation Safety Board.

ERA11FA070
11/23/2010
Eglin Approach Frequency Transcript

00:01:17	ATC	cessna four five six turn left heading two seven zero
00:02:13	ATC	four five six go ahead and turn back to that (unintelligible) i'm going to give you about a four mile turn outside the final approach fix to make sure you are established
00:02:31	ATC	four five six you can descend and maintain two thousand
00:03:57	N548C	eglin approach mirage five four eight charlie (unintelligible) descending out of seven five advise
00:04:02	ATC	five four eight charlie eglin approach roger destin is reporting i f r conditions winds estimated one five zero at five the altimeter is three zero one zero visibility is a quarter mile with fog and vertical visibility is a hundred feet and I haven't had anyone go into destin for quite a while so you're gonna be my first customer for a long time
00:04:24	N548C	alright uh okay we'll be doing r nav one four then maybe
00:04:30	ATC	r nav one four or the g p s one four you're discretion
00:04:32	N548C	alright thanks
00:04:37	ATC	cessna four five six turn left head two seven zero
00:05:56	ATC	cessna five three four five six sierra four miles northeast of uh um the final approach fix turn left heading of two zero zero maintain one thousand actually two thousand (unintelligible) cleared i l s one seven approach



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Agencies Making Transmissions

Eglin Approach Control
N548C; Piper Malibu (Accident Aircraft)
Eglin AFB Tower
N53456; Cessna 172
Sharp 96; Boeing 757
Acey 5319; CRJ2
N522DJ; Pilatus 12/45
Unknown Transmission Origin

Abbreviations

Approach
N548C
Tower
N53456
Sharp 96
Acey 5319
N522DJ
Unknown

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ERA11LA070
11/23/2010
Eglin Approach

14:53	Approach	five four eight charlie when you have ilope pull it up turn right direct ilope cross ilope at two thousand cleared rnav runway one four
15:00	N548C	five four eight charlie ive got ilope uh direct ilope cleared rnav one four
15:46	Approach	tower approach [unintelligible]
15:53	Tower	tower
15:54	Approach	first one is acey fifty three nineteen regional jet ils one nine full stop
15:58	Tower	okay
15:59	Approach	second ones sharp nine six boeing seven fifty seven ils one nine full stop
16:03	Tower	thank ld
16:04	Approach	charlie in the event of a missed approach fly runway heading maintain two thousand
16:10	N548C	approach runway heading maintain two thousand
16:29	Approach	Cessna four five six turn left heading three five zero
16:32	N53456	three five zero four five six
16:41	Approach	sharp nine six descend and maintain four thousand youre going to be number two for the approach
16:46	Sharp 96	okay descend and maintain four thousand were number two can we get a current altimeter please
16:51	Approach	the altimeter is three zero one one
16:53	Sharp 96	three zero one one
16:56	Approach	acey fifty three nineteen turn left heading zero niner zero descend and maintain two thousand
17:01	Acey 5319	left turn zero niner zero descend to uh two thousand acey fifty three nineteen
17:18	Approach	five four eight charlie change to advisory frequency approved return back with your cancellation and down time this frequency if not go through my clearance folks one two seven point seven
17:27	N548C	four eight charlie roger will switch over to advisory frequency
18:21	N53456	eglin approach four five six
18:25	Approach	four five six go
18:27	N53456	will you give us a heads up on how that other guy ahead of us goes
18:31	Approach	into destin
18:33	N53456	oh is he going into destin good luck thanks
18:40	Approach	sharp nine six turn left heading three correction right turn heading three five zero
18:44	Sharp 96	right turn three five zero sharp nine six
18:52	Approach	acey fifty three nineteen youre eight miles northwest of chloe turn right heading one six zero maintain at or above one thousand eight

		hundred until established on the localizer clear i l s yankee one nine approach
19:03	Acey 5319	okay heading one six zero one thousand eight hundred until established cleared the i l s yankee one niner approach acey fifty three nineteen
19:09	Approach	and fifty three nineteen in the event of a missed approach fly heading of uh two seven zero climb and maintain three thousand
19:15	Acey 5319	missed approach will be two seven zero and three thousand acey fifty three nineteen
19:25	Approach	cessna four five six turn left heading two seven zero
19:29	N53456	two seven zero four five six
19:41	Approach	sharp nine six go ahead and turn left heading three four zero looks like the wind is pushing you a little bit to the north
19:45	Sharp 96	okay three four zero
19:52	Approach	[unintelligible]
20:27	Approach	acey fifty three nineteen contact tower one one eight point two
20:30	Acey 5319	tower eight two acey fifty three nineteen
21:34	Approach	cessna four five six youre uh four miles north of kobra turn left heading two zero zero maintain two thousand until established on the localizer cleared the i l s one seven approach
21:42	N53456	two zero zero well stay at two thousand until established cleared for the approach four five six
22:05 through 22:10		[two sounds similar to telephone ringing]
22:16	FBO	miracle strip aviation this is amanda how can i help ya
22:20	Approach	hi Amanda this is Kevin over at arsa i am looking to see if uh you know if uh five four eight charlie just landed
22:26	FBO	nope he said he was on a three and half mile final and i havent seen him land yet
22:30	Approach	will you call back as soon as you hear something look like im concerned about him
22:36	FBO	oh uh okay what number
22:40	Approach	just use this ring line ill pick it up
22:43	FBO	uh which one is it
22:44	Approach	im sorry i thought you had we had
22:45	FBO	im sorry
22:45	Approach	you had a direct ring line with us
22:47	FBO	oh okay yeah that's fine ill just contact eglin
22:59	Approach	november five four eight charlie eglin
23:06	Acey 5319	departure acey fifty three nineteen with you at two thousand four hundred climbing to three thousand
23:10	Approach	acery fifty three nineteen eglin departure youre radar contact say your request
23:15	Acey 5319	well the r v r went down below four thousand that's our minimum for runway one niner and twenty four hundred r v r is our minimum for

		three zero if we can do that if its above that
23:26	Approach	roger for acey fifty three nineteen uh fly heading of two zero zero climb and maintain three thousand and well see what we can do for three zero
23:34	Acey 5319	alright heading two zero zero acey fifty three nineteen
23:37	Approach	tower approach
23:39	Tower	tower
23:40	Approach	do you guys have r v r for runway three zero
23:45	Tower	uh standby let me i'll get back to ya
23:47	Approach	alright k c
23:51	Approach	two seven zero
23:53	Sharp 96	okay left turn two seven zero sharp nine six
24:26	Tower	runway three zero r v r is varying between one thousand and one thousand two hundred
24:34	Approach	copy two mike and acey fifty three nineteen the r v r is between one thousand and one thousand two hundred for three zero
24:37	Acey 5319	alright that we'll be unable that as well
24:42	Approach	roger and uh when able say your intentions
24:48	Acey 5319	ah yeah we'll have to talk to company we'll let ya know if you keep us on a vector here and we'll get back to ya
24:54	Approach	roger let me know if you want to go east or west or how you want to head for acey fifty three nineteen
24:59	Acey 5319	and uh also keep us informed as far as the r v r for one nine in case it comes up above for a landing for that
25:17	Unknown	yeah five two two delta Joliet descending to six thousand your control on contact
25:21	Approach	six thousands approved
25:23	Unknown	h r
25:30	Approach	acey fifty three nineteen go ahead and climb and maintain five thousand and uh turn left heading zero niner zero
25:37	Acey 5319	climb and maintain five thousand left turn zero niner zero acey fifty three nineteen
25:56	Approach	sharp nine six uh four miles northeast of chloe turn left heading of two two zero maintain two thousand until established on the localizer cleared i l s runway one nine approach
26:04	Sharp 96	left heading two two zero maintain two thousand until established cleared i l s runway one nine sharp nine six
26:27	N522DJ	eglin approach pilatus five two two delta joliet with you out of seven thousand for six thousand and we have the class b weather
26:34	Approach	pilatus five two two delta joliet eglin approach roger i have a cessna that's inbound on the approach right now and he has not reported down or visual with the airport except the i l s to one seven
26:44	N522DJ	alright we'll expect i l s one seven approach for five two two delta joliet
27:34	Approach	tower approach
27:36	Tower	tower
27:39	Approach	you didn't happen to see in uh guy flying around the airport there did ya a cessna

27:41	Tower	uh negative
27:42	Approach	okay thanks
28:02	Sharp 96	approach sharp nine six approaching chloe uh do you want us to maintain the uh standard climbout
28:09	Approach	runway heading to uh actually two seventy to three thousand for sharp nine six and contact tower one one eight point two
28:15	Sharp 96	okay in the event of a missed heading two seven zero to three thousand and switch to tower
29:20	Approach	cessna five three four five six eglin approach
29:23	N53456	five three four five six we just touched down thanks a lot
29:27	Approach	and five three four five six roger verify you are at uh destin
29:31	N53456	uh negative we are at crestview we just landed
29:35	Approach	and five three four five six copy disregard
29:38	N53456	thanks a lot for the help
29:46	Approach	and five two two delta joliet i just had a cessna touchdown at bob sykes
29:53	N522DJ	two delta joliet
29:55	Approach	two delta joliet descend and maintain two thousand fly heading two six zero
29:59	N522DJ	descend and maintain two thousand two six zero on the heading for two delta joliet
30:07	Approach	november five four eight charlie eglin approach
30:14	Approach	acey fifty three nineteen turn right heading uh one eight zero
30:18	Acey 5319	right turn to one eight zero acey fifty three nineteen
30:20	Approach	and are you still waiting for words from ops
30:23	Acey 5319	yea we just got a hold of our dispatcher and looks their going to send us to Pensacola but im not sure just yet
30:28	Approach	copy and we'll just keep you in that area
30:29	Acey 5319	kay thanks
30:31	Acey 5319	any change in the r v r for one nine
30:33	Approach	uh thirty five hundred feet ive got a uh seven fifty seven short final i'll try and get a report from him
30:39	Acey 5319	okay thanks
30:47	Approach	and the r v r for runway one nine is still quarter mile visibility and thirty five hundred feet on touchdown
30:52	Approach	tower approach when able
30:54	Tower	tower
30:56	Approach	sharp on roll out
30:57	Tower	im not sure i think he is
30:59	Approach	ok when you get a chance to talk to him will you get me a pirep on final this acey may want to try it again
31:04	Tower	wilco
31:05	Approach	thanks jason
31:43	Approach	acey fifty three nineteen did you want to try another approach
31:47	Acey 5319	if its uh four thousand or above we do
31:50	Approach	uh its right at thirty five hundred feet for one nine
31:54	Acey 5319	yeah uh our minimums on that runway are four thousand r v r

31:57	Approach	copy uh fly heading two seven zero for acey fifty three nineteen
32:02	Acey 5319	heading two seven zero acey fifty three nineteen
32:06	Acey 5319	any change for the r v r for what three zero
32:09	Approach	uh let me give tower a call real quick
32:15	Approach	tower can we get the r v r for thirty if its changed
32:20	Tower	uh say again
32:21	Approach	the r v r for runway three zero
32:21	Tower	sir we'll call you back on that
32:23	Approach	zero mike
32:27	Tower	approach tower
32:28	Approach	go ahead
32:29	Tower	hey uh he said he was in and out of the clouds all the way down and picked up the runway at the last second
32:34	Approach	okay its [unintelligible]
32:36	Tower	yeah its not good thanks
33:37	Unknown	and eglin [unitelligible] thirteen twenty seven
33:38	Approach	thirteen twenty seven eglin
33:41	Unknown	uh understand we are still on the ground over here at destin did you get a hold of that mooney yet
33:45	Approach	no sir
33:46	Unknown	was that a yes sir
33:48	Approach	negative we did not talk to him
33:55	Approach	i think it was a p a forty six actually
33:58	Unknown	okay was it a five four eight uh was it charlie
34:01	Approach	affirmative
34:03	Approach	and two two delta joliet turn left two three zero for the approach
34:30	Unknown	i don't know if you all saw him on the tower display but five four eight charlie was a p a forty six on the rnav one four and we last saw him on short final two hundred feet which is below the mda and then we cant get a confirmation on landing so he may be down there
34:46	Unknown	okay thanks appreciate it
35:05	Approach	thirteen twenty seven eglin
35:08	Unknown	go ahead sir
35:09	Approach	roger did you hear that mailbu check in
35:12	Unknown	uh no i did not
35:15	Approach	did you happen to see any aircraft land
35:18	Unknown	no sir we are over at the fbo kind of waiting for that ups cargo to get out of here and uh they were kind of concerned from your call so i jumped out here to the airplane to see if i can hear him or talk to him or something
35:29	Approach	roger thanks
35:40	Approach	five two two delta joliet in the event of a missed approach flying heading zero niner zero maintain two thousand
35:45	N522DJ	zero niner zero and up to two thousand on the missed approach two delta joliet
36:15	Unknown	we just got worried about sharp nine six not being able to land over in

		your airspace is that true
36:21	Approach	no negative he landed hes on the ground
36:23	Unknown	oh hes on the ground thanks
36:25	Approach	five two two delta joliet change to advisory frequency is approved come back with your cancellation this frequency or uh through Gainesville flight service please
36:34	N522DJ	okay can i reach on the ground two delta joliet
36:40	Approach	and fifty three nineteen did you want to go to pensacola now
36:45	Acey 5319	uh we would like to hold uh for another ten fifteen minutes to just see if the r v r improves any for runway one nine or three zero and then we will go to Pensacola
36:55	Approach	fifty three nineteen roger go ahead and turn right heading three four zero we'll get ya back towards the land and then closer to Pensacola in case you need to go that way
37:01	Acey 5319	okay three four zero acey fifty three nineteen
41:16	Approach	pilatus two two delta joliet eglin
42:08	Approach	tower approach
42:10	Tower	tower
42:11	Approach	hey aceys just kind of holding west of the field so any update you get on an r v r for thirty or any other ur thirty or one nine it would be if you could let us know
42:22	Tower	wilco
42:35	Approach	acey fifty three nineteen uh turn right heading three six zero
42:41	Acey 5319	uh three six zero acey fifty three nineteen
42:45	Approach	roger would you like to just hold somewhere or do you want me to keep vectoring you sir
42:49	Acey 5319	no vectors are fine with us for a fifty three nineteen
50:00	Approach	acey fifty three nineteen your divert control just called eglin tower and said they would like you to divert to Pensacola they do not want you holding



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Eastern Region Aviation

March 4, 2011

Subject: **INFORMATION: Transcript**
ERA11FA070 – Air Traffic Control Transcript Watch Supervisor
Eglin Air Force Base
Eglin Air Force Base, Florida November 23, 2010

This transcription covers the Eglin Air Force Base Approach Control Watch Supervisor for the time period surrounding the accident flight. An exact time could not be accurately determined and the time noted on the transcript is the recorded time.

Agencies Making Transmissions

Eglin Watch Supervisor
Miracle Strip Aviation – Destin
Jacksonville Center West Supervisor
Eglin Air Force Base Control Tower
Gainesville Flight Service Station
Eglin Airport Operations
Jacksonville Center Missions Desk
Unknown Transmission Origin

Abbreviations

Eglin ATC
FBO
WS
Tower
FSS
OPS
Jacksonville Center
Unknown

This transcription is developed from the recorded conversations pertaining to the subject aircraft accident involving N548C.

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Investigator in Charge
National Transportation Safety Board.

ERA11LA070
11/23/2010
Eglin ATC Approach Watch Supervisor

25:06	Eglin ATC	Cez desk
25:07	unknown	[unintelligible] it on flight service here is the number to see if you guys are working with him or have any contacts on em
25:11	Eglin ATC	whats the call sign
25:13	unknown	five three four five saber
25:15	Eglin ATC	final was above sykes airport uhs trying to make a landing there
25:18	unknown	[unintelligible} lookin for em delta alpha thank you
25:21	Eglin ATC	yes sir
26:13		[two sounds similar to phone ringing]
26:25	FBO	miracle strip aviation this is amanda
26:27	Eglin ATC	yes this is mister hunter over Eglin ATC rap con un November five four eight charlie do we know if that aircraft landed
26:33	FBO	no we still haven't seen em and he hasn't call back to um our [unintelligible] either
26:37	Eglin ATC	okay um
26:38	FBO	the last time i heard was a three and a half mile final
26:41	Eglin ATC	alright
26:42	FBO	and that was um while ago
26:44	Eglin ATC	okay yeah it was a few minutes ago um is there any way you guys can do a vehicle inspection on the outskirts of the runway to let me know if perhaps landed and just turned off and not talked to you guys
26:54	FBO	um sure well try to do do something
26:56	Eglin ATC	and im going to initiate uh search and rescue
26:59	FBO	okay
26:59	Eglin ATC	alright
27:00	FBO	alright thanks
27:04	Eglin ATC	flash guard its supervisor Eglin ATC on the uh twelve hundred
27:11	WS	west soup
27:12	Eglin ATC	yea ive got an aircraft that potentially has not landed at destin perhaps its crashed last seen about three mile short of destin airport at two hundred feet uh five minutes ago the uh f o b at destin airfield at destin says that they have not had any aircraft check in or land during the last five minutes or so so we presuming the aircraft actually crashed
27:34	WS	whats the call sign
27:35	Eglin ATC	uh november five four eight charlie type of aircraft is a pa forty six slant golf
27:45	WS	alright any e l t reports yet
27:47	Eglin ATC	no no e l t reports yet
27:49	WS	okay thank you

27:50	Eglin ATC	[unintelligible]
28:11	Eglin ATC	five four eight charlie destin
28:31	Eglin ATC	five four eight charlie destin
32:21		[three sound similar to telephone ringing]
32:37	Unknown	taylor
32:39	Eglin ATC	hey just to let you know we had aircraft go down short final to destin airport
32:43	Unknown	okay
32:44	Eglin ATC	um right now theres no need to ring up the crash phone and notify the sheriffs department im going to get a special weather special observation from the uh weather department over at uh Eglin ATC
32:54	Unknown	okay
32:55	Eglin ATC	im just letting you know that there will be some activity around there for search and rescue and the coast guards been notified via the okaloosa sheriffs department as well
33:01	Unknown	okay alright
33:03	Eglin ATCe	and uh just keep your eye peeled by chance aircraft has not been observed on radar now for about six minutes so
33:09	Unknown	okay
33:10	Eglin ATC	i think it crashed
33:11	Unknown	okay thanks
34:07		Eglin ATC north batrelle
35:29	WS	Eglin ATC soup western soup on the one line
35:33	Eglin ATC	Eglin ATC
35:34	WS	yea reference the uh five four eight charlie you called me on a little bit about uh have we uh have you issued an alnot or do you want us to do that
35:41	Eglin ATC	uh youre going to have to do that for me
35:43	WS	right okay uh well go ahead and issue that out you talked to the f b o at destin
35:47	Eglin ATC	correct and theres no sign of the aircraft landing at the airport their doing a runway search sweeping the area they didn't get any with the aircraft after it uh was uh mentioned it was landing
35:57	WS	okay and what was the last known position
35:59	Eglin ATC	uh two miles short of runway one four to destin airport which is over the bay and uh two hundred feet was the last observed altitude that we had on the aircraft
36:09	WS	okay uh is sheriff enroute
36:11	Eglin ATC	uh we called and contact sheriffs office and theyre going to contact the destin coast guard station as well
36:16	WS	okay thank you
36:17	Eglin ATC	okay
36:18	WS	okay
37:39	Eglin ATC	go head tower
37:39	Tower	what was the call sign of that uh malibu
37:41	Eglin ATC	uh November five four eight charlie

37:45	Tower	four eight charlie im going to have them do a ramp check out here just in case
37:49	Eglin ATC	okay thatll work appreciate it
37:50	Tower	thanks have a good one
37:51	Eglin ATC	thank you
38:48		[sound similar to telephone dial tone, phone dialing, and computer voice stating "your call can not be completed"]
38:48	Unknown	nine nine should be on base somewhere
39:06 though 39:23		[sound similar to telephone dial tone, phone dialing, and computer voice stating "your call can not be completed"]
39:29 through 39:47		[sound similar to telephone dial tone, phone dialing, and sound similar to telephone ringing]
39:43	FSS	patrick affleck
39:54	Eglin ATC	im sorry whose this
39:55	FSS	this is partick with flight service operations
39:57	Eglin ATC	ah there ya go uh mr turner calling from Eglin ATC air force base
40:01	FSS	yes sir
40:01	Eglin ATC	working in approach control here we had an aircraft that was attempting to shoot the rnav to runway one four at the destin airport
40:06	FSS	uh huh
40:07	Eglin ATC	aircraft did not make the landing uh we believe its um presumed crash at this point and time
40:11	FSS	okay
40:11	Eglin ATC	ive made notification with all the local agencies and the west area supervisor of Jacksonville center what i need to know is how many souls were on board that aircraft
40:20	FSS	alright uh whats that call sign
40:21	Eglin ATC	november five four eight charlie
40:24	FSS	november five four eight charlie
40:26	Eglin ATC	um huh
40:32	FSS	alright looks like we did give a briefing to the pilot unfortunately without a flight plan we don't have the information of souls on board
40:40	Eglin ATC	hmm okay uh what was his departure airport can you known [unintelligible]
40:46	FSS	sure sure i show uh at zero let see well he requested a briefing at twenty one forty seven stand by one second sir if you don't mind
40:57 through 41:10	FSS	[background noise]
41:10	FSS	poligize for that
41:11	Eglin ATC	un huh
41:11	FSS	alright so i see a briefing request at twenty one fourty seven and it shows him i f r
41:15	Eglin ATC	uh huh
41:17	FSS	off of departure point was delta tango serria

41:23	Eglin ATC	okay so he was just a round robin
41:26	FSS	uh no this destination shows november echo whiskey
41:31	Eglin ATC	okay uh lets see thats not computing really he might have departed new orleans coming to destin and then intended on turning around going back to new orleans alright
41:44	FSS	and again those are the only contacts we had with the pilot
41:47	Eglin ATC	at twenty one forty seven was the last time you talked to him
41:49	FSS	yeah and that one is actually uh the only contact we have pre accident we show a couple of contact afterwards but
41:46	Eglin ATC	was this in the air kind of thing or what pull it in
41:59	FSS	uh let see this one is this one just according about four minutes ago it might be a search and rescue thing let me see if we have an active search and rescue
42:09	Eglin ATC	that can be an alnot to probably42:11
42:11	FSS	yeah alright were not any search and rescue mode on our end but yeah maybe hes assisting with any if somebody called up and asked for information
42:25	Eglin ATC	okay
42:26	FSS	alright
42:27	Eglin ATC	uh [unintelligible] since destin is an automated weather service awos
42:32	FSS	uh huh
42:34	Eglin ATC	um for a special weather observation how would i normally be able to pull that
42:37	FSS	let see i might be able to pull that up right here uh what time i show uh special report issued at uh zero hundred zulu
42:46	Eglin ATC	from zero hundred zulu okay
42:48	FSS	that was the last special everything is just straight metars
42:51	Eglin ATC	okay theres no way i can pull a special okay so show the last observation at zero zero five three is what i have
42:58	FSS	yea thats correct sir
42:59	Eglin ATC	okay thank you very much
43:02	FSS	alright sir
43:03	Eglin ATC	alright
43:03	FSS	have a good night
58:35	Eglin ATC	Eglin ATC can i help ya
58:37	unknown	hey radio cancelling i f r for november five two two delta Joliet on the ground crestview
58:41	Eglin ATC	copy that
58:41	unknown	and uh another request uh the aircraft would like to get a clearance out of there within about fifteen minutes for runway one seven to peach tree would that be able
58:49	Eglin ATC	yeah they should be able make contact with us on uh frequency one two four point zero five on ground
58:54	unknown	uh will tell the aircraft to do it delta alpha
1:01:15 through 1:01:32		[sounds similar to telephone ringing]

1:01:32	FBO	miracle strip aviation
1:01:33	Eglin ATC	hi i need to know the status of your airport is the runway considered open or closed because i got hankins taxiing out for departure
1:01:41	FBO	uh hankins hasn't taxied out yet
1:01:42	Eglin ATC	okay but hes calling to ask if he can go
1:01:44	FBO	yeah there standing right here um my bad im trying to find out from Airport Manager hang on just a minute okay
1:01:50	Eglin ATC	sure ill tell you what just call me back when you know
1:01:52	FBO	okay alright
1:01:53	Eglin ATC	sure
1:01:53	FBO	bye
1:04:05	Eglin ATC	go ahead OPS
1:04:07	OPS	hey where you guys talking to that aircraft
1:04:10	Eglin ATC	yes
1:04:11	OPS	and that they lost radar contact with you
1:04:12	Eglin ATC	correct
1:04:14	OPS	okay that all i need to know
1:04:16	Eglin ATC	sure
1:04:16	OPS	thanks
1:04:17	Eglin ATC	you bet
1:05:15	Jacksonville Center	Eglin ATC soup twelve jacks center missions
1:05:56	Jacksonville Center	Eglin ATC soup twelve jack center missions
1:05:56 through 1:08:07		[sound similar to telephone ringing]
1:08:00	Eglin ATC	okay i don't know the exact time he cleared him for the approach but i know zero one forty one when they issued all that stop i am guessing zero one thirty five was about the time he cleared him for the approach
1:12:50	Eglin ATC	air traffic west center speaking
1:12:53	Airport Manager	yeah hey there is this the [unintelligible]
1:12:54	Eglin ATC	yes it is
1:12:54	Airport Manager	scott mosby airport manger
1:12:57	Eglin ATC	yeah bud
1:12:59	Airport Manager	hey uh im out here on scene uh just uh trying to get the rescue info we got the tail number and uh and information im at the f b o they got information on the person we got the airspace closed correct
1:13:13	Eglin ATC	no uh theres no requirement for me to close the airspace in better than a half hour since the uh intended landing
1:13:21	Airport Manager	okay
1:13:22	Eglin ATC	the only thing that im trying find out from you guys is rather or not the destin airport is open for departure aircraft cause i got two aircraft trying to depart the destin airport right now

1:13:30	Airport Manager	okay yeah one of the pilots is standing right here yea i haven't closed the airport we don't have any reason close it cause the aircraft isn't here
1:13:38	Eglin ATC	okay copy all that and a so right now we are running our checklists and the sheriffs department and coast guard everybody else has been notified there should be a search and rescue in progress i would imagine the coast guard probably take some boats out there
1:13:52	Airport Manager	okay
1:13:53	Eglin ATC	because there no visibility that putting aircraft helicopters up there right now
1:13:57	Airport Manager	okay yeah exactly um do you know if the aircraft was on an i f r or v f r clearance
1:14:02	Eglin ATC	i f r
1:14:05	Airport Manager	it was uh it was on an i f r clearance
1:14:06	Eglin ATC	correct
1:14:09	Airport Manager	alright very good well appreciate it
1:14:11	Eglin ATC	ok sir thank you
1:14:12	Airport Manager	take care
1:21:00	Eglin ATC	eglin a t c approach control west center speaking can i help ya
1:21:03	Airport Manager	hey its scott muster airport manager when you get a chance just want to clarify the uh airport is open for us
1:21:08	Eglin ATC	correct
1:21:09	Airport Manager	if you want to pass that on
1:21:10	Eglin ATC	we are
1:21:11	Airport Manager	with an lmac express
1:21:11	Eglin ATC	okay
1:21:13	Airport Manager	alright thanks a lot
1:21:13	Eglin ATC	ok bud thank you
1:23:00	Eglin ATC	air traffic mr hunter speakin
1:23:04	Airport Manager	hey its scott muster again over at destin hey listen we just saw signal flare go up
1:23:08	Eglin ATC	yeah theres divers out there and uh their on scene and they found the aircraft two thousand feet short of uh the coastline at the approach end of runway one four
1:23:17	Airport Manager	yeah i got that
1:23:18	Eglin ATC	in five feet of water but uh short of that they uh their supposed to do is call us back with any uh injury reports or fatalities but they haven't done that yet
1:23:27	Airport	okay uh okay just curious why they

	Manager	
1:23:28	Eglin ATC	the coast guard is on scene i be honest with you i don't know except that maybe theyre trying to get another boat to be able to find them
1:23:35	Airport Manager	okay
1:23:36	Eglin ATC	ya probably just shoot up a flare for another boat
1:23:38	Airport Manager	uh okay