

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 18, 2012	REPORT NO. PNM-FCFSS-0036
	NAME OF REPORTING FACILITY Princeton FCFSS (PNM)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 11, 2012

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

December 10, 2012

2052 The pilot of N840DS called the Princeton FCFSS Preflight (WS003) position by telephone, obtained an abbreviated weather briefing for a VFR flight from the Fernandina Beach Municipal airport, Fernandina Beach, FL, to the Valdosta Regional airport (VLD), Valdosta, GA, and obtained an outlook weather briefing for a VFR flight from VLD to the Jesup-Wayne County airport (JES), Jesup, GA.

December 11, 2012

0010 The pilot of N840DS called the Princeton FCFSS Preflight (WS013) position by telephone and obtained an abbreviated pilot briefing for a VFR flight from VLD to JES.

 No More Follows

LOCKHEED MARTIN

Memorandum

DATE: December 21, 2012
TO: Aircraft Accident File PNM-FCFSS-0036
FROM: Princeton Contracted Flight Service Station
SUBJECT: INFORMATION: Partial Transcript
Aircraft Accident, N840DS
Lake Park, GA, December 11, 2012

This transcription covers the Princeton Contracted Flight Service Station (FCFSS) WS013 PF position for the time period from December 11, 2012, 0010:10 UTC, to December 11, 2012, 0013:01 UTC.

Agencies Making Transmissions

Princeton, FCFSS, WS013
DA40, N840DS

Abbreviations

WS013
N840DS

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N840DS.


Mark Rempfer
Quality Assurance Engineer
Washington FCFSS

0010:10	WS013	(unintelligible) lockheed martin flight services
0010:13	N840DS	(unintelligible) good afternoon want to get a little bit of weather information from ya please *(departing) valdosta *(victor) lima delta then *(it's) juliett echo sierra jesup georgia i just need *(to uh) see if it's v f r an what the clouds are i know i flew outta jacksonville about two hours ago an it looked like there was a front *(moving) north want to make sure i'm not gonna be in the middle of that front i'm
0010:36	WS013	*(alright)
0010:36	N840DS	*(flying) a diamond d a forty n eight four zero delta sierra

0010:46 WS013 (unintelligible) alright an you wanna leave shortly then

0010:50 N840DS yeah *(i'll) be *(leaving) in the next twenty minutes
twenty thirty minutes

0010:52 WS013 alright (unintelligible) well we do have an airmet out
for some i f r for your departure point for extreme
southwestern south central georgia (unintelligible)
occasional ceilings below a thousand visibility below
three in precipitation fog an mist uh (unintelligible)
conditions developing between zero zero an zero three
zulu tonight an then continuing through the night
(unintelligible) otherwise no other adverse weather
conditions along your route of flight (unintelligible)
all that rain shower activity is down to your southeast
and to your northwest and all *(pushing) from southwest
to northeast at about thirty *(to) thirty five knots so
no echo returns along your route of flight currently no
t f rs across that route of flight (unintelligible) and
that uh cold front lies from northeastern pennsylvania
down through northwestern georgia down through south
central southwestern alabama (unintelligible) right now
things are (unintelligible) *(starting) to lower a
little bit in the valdosta area victor lima delta
special out at zero zero zero one (unintelligible) wind
variable at three visibility ten scattered clouds at one
thousand six hundred (unintelligible) ceiling broken two
thousand two hundred broken four thousand three hundred
temperature two two dew point one eight *(an) the
altimeter two niner eight three (unintelligible) an then
across the route *(of) flight conditions improve *(to)
scattered clouds anywhere from two thousand three
hundred *(to) about four thousand five hundred *(with)
some broken clouds five thousand to six thousand
(unintelligible) an ten miles on the visibility
generally (unintelligible) at juliett echo sierra on the
automated the wind is southerly two zero zero at three
visibility ten scattered clouds at four thousand three
hundred scattered at four thousand niner hundred an
broken ceiling at five thousand five hundred temperature

0012:36 N840DS *(okay)

0012:36 WS013 two zero dew point one seven

0012:39 N840DS *(okay) so pretty well look v f r all but maybe right
here around valdosta's probably *(would be) the worst
area

0012:45 WS013 an that's marginal v f r *(correct)

0012:48 N840DS okay (unintelligible) okay thank ya very much

0012:50 WS013 *(alright) pilot reports *(you want) updates with flight
watch appreciate it on one two two point zero an i
didn't see any runway closures no airport closures at
departure *(or) destination you have a nice evening

0012:59 N840DS okay thank you you too

0013:00 WS013 *(bye)

0013:01 N840DS 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.