



Federal Aviation Administration

Memorandum

Date: April 26, 2013

To: Aircraft Accident File GSO-ATCT-0116

From: Greensboro Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N6506L
Winston-Salem, NC, March 31, 2013

This transcription covers the Greensboro Airport Traffic Control Tower (ATCT) WR AP position for the time period from March 31, 2013, 1634 UTC, to March 31, 2013, 1702 UTC.

Agencies Making Transmissions

Abbreviations

LNC4, N6506L
Greensboro ATCT, West Radar
Smith Reynolds Federal Contract Tower

N6506L
WR
INT

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N6506L.


William D. Dale III
Support Specialist
Greensboro ATCT

1634
(1635-1638)
1639

1639:13 N6506L greensboro approach columbia six five zero six lima four thousand five hundred for five thousand

1639:18 WR columbia six five zero six lima greensboro approach greensboro altimeter two niner eight eight

1639:22 N6506L two niner eight eight zero six lima

1640
(1641-1642)
1643

1643:07 WR okay mister link briefing for radar you have the pages one through seven special operations none i l s one four localizer (unintelligible) is in alarm oh no traffic

eagle flight thirty five eighty four is talking to the tower on left side zero six lima on frequency going to o c w at five still blocking over here at danville i called uh the washington about five minutes ago seeing if they canceled and they haven't said nothing yet so we're waiting on that and that is all g r m c

1644

1645

1646

1646:27 N6506L greensboro approach columbia zero six lima descending for an emergency

1646:31 WR (unintelligible) six five zero six lima roger state your emergency

1646:34 N6506L uh (unintelligible) low fuel pressure and the engine's quitting

1646:38 WR november zero six lima roger the winston salem airport twelve o'clock and eight miles

1646:44 N6506L zero six lima down for winston

1646:46 WR zero six lima roger the weather at winston wind variable visibility three mist ceiling four hundred overcast altimeter two niner niner one

1646:55 N6506L two niner niner one give me the runway

1646:58 WR they have runway two two is the short runway and runway three three is the long runway

1647:05 N6506L three three zero six lima

1647:27 N6506L cockpit down

1647:29 WR november zero six lima say again

1647:31 N6506L smoke in the cockpit we're going down to uh three

1647:35 WR november zero six lima roger just continue uh heading zero niner zero and that will take you right to the middle of the airport

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1647:42 N6506L zero niner zero

1647:51 WR november zero six lima the airport six miles ahead

1647:53 N6506L six lima

1647:55 WR november zero six lima do you have any power at all

1647:57 N6506L uh barely

1647:59 WR roger
1648

1648:42 WR november zero six lima about four miles from the airport
twelve o'clock

1648:50 INT you don't have to switch him just clear him to land if
he sees the airport

1648:54 WR alright thanks
1649

1649:17 WR november six five zero six lima the airport twelve
o'clock and three miles

1650
(1651-1654)
1655

1655:38 WR i'll give it back to you i guess yeah alright uh you
know about the zero six lima going down here just four
west of winston um acey fifty four sixty two is on
frequency eleven thousand two three left in the scratch
pad still blocking over here at danville off shiloh
three one runway heading climbing to five is avant air

1656:08 WR not sure what we need to do with the block with the guy
who went down or girl and there are no other point outs
primaries prior approvals g r m c

1657
(1658-1701)
1702

End of Transcript