



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

Date: November 1, 2012

Subject: Transcript
Aircraft Accident, N4478F
Sevierville, TN, October 28, 2012

This transcription covers a time period from October 28, 2012, 1819:00 UTC, to October 28, 2012, 1842:47 UTC.

Agencies Making Transmission

Piper PA-32R-300, N4478F
Knoxville Approach Control
Wheeler Four, N3XD
Flagship 4201
Beech 200, N27GH
Cessna, N4604Q
Blue Streak 327

Abbreviations

N4478F
ATC
N3XD
4201
N27GH
N4604Q
327

ERA13LA042
10/28/2012

Knoxville Radar Approach Frequency Partial Transcript

1819:05	N4478F	knoxville approach lance four four seven eight foxtrot
1819:08	ATC	lance seven eight papa knoxville
1819:10	N4478F	yeah good afternoon on the ground in gatlinburg looking for i f r clearance to tango india xray
1819:21	ATC	seven bravo papa uh seven eight foxtrot say runway departing how long until you are ready to leave
1819:24	N4478F	uh departing runway two eight and uh one zero minutes
1819:31	ATC	seven eight foxtrot hold for release clearance you are cleared to titusville as filed uncontrolled airspace and maintain five thousand expect six thousand in ten minutes one one eight point three is the departure frequency and sqwak is two two zero four
1819:40	N4478F	alright understand this clearance hold for release cleared to titusville as filed maintain five thousand expect six thousand one zero minutes frequency one one eight point zero sqwak two two four zero
1820:06	ATC	seven eight foxtrot read back is correct hold for release call me when you are number one ready to go i've got another uh one ready uh experimental hold for release as well he should be ready shortly
1820:16	N4478F	uh alright i think i confused myself is the sqwak two two zero four or two two four zero
1820:21	ATC	two two zero four
1820:24	N4478F	alright as i thought two two zero four i'll advise when i'm number one
1820:56	N3XD	knoxville approach experimental three xray delta is ready two eight at uh gatlinburg
1821:01	ATC	experimental three xray delta roger released for departure call me when airborne on one one eight point zero knoxville altimeter two niner niner zero
1821:10	N3XD	ok understand released now and uh contact departure on one one eight

point zero three xray delta

1823:00	N3XD	knoxville departure experimental three xray delta airborne off uh gatlinburg direct harris
1823:08	ATC	three xray delta knoxville departure ident
1823:10	N3XD	identing
1823:20	ATC	three xray delta radar contact two miles the uh west of the gatlinburg airport leaving two thousand three hundred climb and maintain eight thousand
1823:28	N3XD	okay out of twenty two hundred say again the altitude cleared to
1823:33	ATC	experimental three xray delta climb and maintain eight thousand
1823:39	N3XD	we're still uh getting garbled there on the altitude climbing to
1823:43	ATC	experimental three xray delta climb and maintain eight thousand
1823:47	N3XD	to eight thousand three xray delta
1824:12	ATC	three xray delta do you have good visual reference with the terrain
1824:15	N3XD	say again
1824:17	ATC	three xray delta do you have good visual reference with the terrain
1824:23	N3XD	no right now I can see the ground but not ahead no
1824:30	ATC	three xray delta roger suggest heading of uh two three zero for now for your climb
1824:34	N3XD	two three zero on the heading three xray delta
1824:40	4201	flagship forty two oh one three thousand for six
1824:43	ATC	flagship forty two oh one knoxville departure radar contact climb and maintain one zero thousand turn right heading zero niner zero
1824:50	4201	kay one zero ten thousand right turn zero nine zero forty two oh one
1826:15	ATC	flagship forty two zero one turn right heading one six zero direct foothills
1826:21	4201	ok uh right turn one six zero direct foothills flagship forty two oh one
1826:49	ATC	flagship forty two zero one contact atlanta center one two one point

		three five have a good day
1826:53	4201	twenty one thirty five good day forty two oh one
1827:31	ATC	experimental three xray delta pilots discretion fly heading two zero zero proceed direct harris now
1827:37	N3XD	ok two hundred degrees direct harris three xray delta
1828:01	N4478F	knoxville departure lance four four seven eight foxtrot number one runway two eight gatlinburg
1828:06	ATC	lance four four seven eight foxtrot roger released for departure call me when airborne on one one eight point zero knoxville altimeter is two niner niner zero
1828:16	N4478F	two niner niner zero frequency one one uh one one
1828:21	ATC	one one eight point zero
1828:49	N27GH	departure this is twenty seven gulf hotel assigned heading zero seven zero and were out of twenty seven hundred for six
1828:57	ATC	two seven golf hotel knoxville departure radar contact climb and maintain one zero thousand
1829:00	N27GH	one zero thousand twenty seven golf hotel
1829:08	ATC	seven golf hotel turn right heading zero niner zero direct garrets mountain
1829:14	N27GH	ok zero niner zero and what was the rest of that im sorry
1829:16	ATC	direct garrets mountain
1829:18	N27GH	direct garrets mountain twenty seven golf hotel 'preciate it
1830:29	N4478F	knoxville departure lance four four seven eight foxtrot just off runway two eight gatlinburg climbing through one point five to five thousand
1830:37	ATC	seven eight foxtrot roger
1830:40		[sound similar to a telephone dial tone]
1830:41	ATC	knoxville
	Unknown	numerous three xray delta can you climb him to niner thousand

1830:43	ATC	affirmative
1830:45	Unknown	thank you [unintelligible]
1830:47	ATC	experimental three xray delta climb and maintain niner thousand for uh some center traffic
1830:54	N3XD	uh say again the altitude for three xray delta
1830:57	ATC	three xray delta climb and maintain niner thousand
1831:00	N3XD	out of eight for niner thousand three xray delta
1831:02	ATC	seven eight foxtrot ident
1831:05	N4478F	seven eight foxtrot ident
1831:08	ATC	kingair seven golf hotel contact atlanta center one tree tree point six
1831:13	N27GH	one thirty three six twenty eight uh twenty seven golf hotel
1831:32	ATC	seven eight foxtrot climb and maintain six thousand
1831:35	N4478F	for six thousand seven eight fox
1831:52	ATC	seven eight foxtrot did you want to go all the way to volunteer or do you want some vectors for departure [unintelligible] and then direct dubbs in about fifty miles or so
1832:01	N4478F	uh vectors will be fine
1832:02	ATC	seven eight foxtrot roger fly heading two six zero climb and maintain six thousand
1832:07	N4478F	two six zero to six thousand seven eight fox
1832:12	ATC	and uh three xray delta contact atlanta center on uh one three four point eight
1832:16	N3XD	one thirty four eight three xray delta
1834:05	N4478F	and uh knoxville seven eight fox uh we getting a uh terrain advisory are we still in the clear
1834:10	ATC	that shouldn't be possible from what I understand uh
1834:17		[sound similar to voices in the background]

1834:19	ATC	say uh traffic I mean not traffic uh a obstruction thirty four hundred feet fly heading uh two niner zero for now
1834:38	ATC	seven eight foxtrot knoxville
1834:55	ATC	four four seven eight foxtrot knoxville
1835:14	ATC	four four seven eight foxtrot knoxville how do you hear knoxville
1835:43	ATC	november four four seven eight foxtrot knoxville
1835:44	Unknown	[sound similar to faint voice and then telephone dial tone] knoxville non radar
1835:52	Unknown	eight thousand [unintelligible]
1836:25	ATC	four four seven eight foxtrot knoxville
1837:42	ATC	seven eight foxtrot how do ya hear knoxville
1838:41	N4604Q	knoxville approach four six four zero quebec with ya at eight thousand
1838:44	ATC	four six four zero quebec knoxville approach altimeter two niner niner zero expect localizer two six approach downtown no landing runway traffic informatiom is available let me know when you have the weather
1838:54	N4604Q	two niner niner zero and expect the ils two six and ive got the weather
1839:03	ATC	four zero quebec uh pilots discretion maintain seven thousand
1839:08	N4604Q	down ta seven thousand zero four quebec
1839:14	ATC	november four six four zero quebec uh if you would uh monitor guard see if you can if youre picking up and elt at all
1839:18	N4604Q	will do zero four quebec
1839:36	ATC	and twin commanche radar contact two miles north of emmitsville can you maintain your on terrain obstruction clearance in the climb to eight thousand
1839:42		[sound similar to a telephone dial tone]
1839:47	ATC	[sound similar to a telephone dial tone] [unintelligible] lookin
1840:08	327	departure blue streak three twenty seven three point five for six thousand

1840:13	ATC	three twenty seven knoxville departure radar contact climb and maintain one zero thousand fly heading zero eight zero to join the johns three
1840:18	327	one zero thousand zero eight zero join the johns three blue streak three twenty seven
1840:25	ATC	blue streak three twenty seven if you would please monitor uh twenty one five see if your picking up an elt at all
1840:31	327	will do
1840:59	327	and uh three twenty seven we pickin up an elt just a little bit
1841:03	ATC	ok
1841:06	ATC	let me know if it gets any stronger
1841:09	327	will do
1841:36	ATC	uh blue streak three twenty seven knoxville
1841:42	327	say again for blue streak three twenty seven
1841:46	ATC	three twenty seven if you would try broadcasting on this frequency for a four four seven eight foxtrot see if he can hear ya
1841:52	327	four four seven eight foxtrot this is blue streak three twenty seven how do ya hear
1842:12	327	four four seven eight foxtrot blue streak three twenty seven how do ya hear
1842:17	ATC	nlue streak three twenty seven thanks for your help did the elt get any stronger
1842:23	327	uh no it actually got a little bit weaker
1842:27	ATC	three twenty seven roger you can contact atlanta center on one three three point six have a good day
1842:30	327	one three three point six seven blue streak three twenty seven good day
1842:33	ATC	one three three point six
1842:35	327	one three three point six sorry blue streak three twenty seven
1842:41	N4604Q	hello approach four six four zero quebec heard it [unintelligible] briefly but I don't hear it again any mo

1842:45 ATC zero four quebec roger