



Federal Aviation Administration

Memorandum

Date: November 16, 2012

To: Aircraft Accident File TYS-ATCT-0083

From: Knoxville Airport Traffic Control Tower

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

This transcription covers the Knoxville Airport Traffic Control Tower (ATCT) RE AP position for the time period from October 28, 2012, 1814 UTC, to October 28, 2012, 1903 UTC.

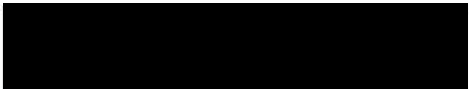
Agencies Making Transmissions

Abbreviations

PA32, N4478F
Knoxville ATCT, Radar East
C210, N4604Q
JETSTREAM INTERNATIONAL AIRLINES (ERIE,
PA), JIA327

N4478F
RE
N4604Q
JIA327

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N4478F.


Randall D. Rogers
Support Specialist
Knoxville ATCT

1814
(1815-1818)
1819

1819:04 N4478F knoxville approach lance four four seven eight foxtrot

1819:07 RE lance seven eight foxtrot knoxville

1819:10 N4478F uh good afternoon on the ground at gatlinburg looking
for i f r clearance to tango india x ray

1819:20 RE (unintelligible) seven bravo fox uh seven eight foxtrot
say runway departing how long before you're ready

1819:24 N4478F uh departing runway two eight and uh one zero minutes

1819:28 RE (unintelligible) seven eight foxtrot this will be hold for release clearance you're cleared to titusville as filed (unintelligible) controlled airspace maintain uh five thousand expect six thousand in ten minutes one one eight point zero's the departure frequency and squawk is two two zero four

1819:47 N4478F alright understand this uh clearance is hold for release is titusville as filed climb five thousand expect six thousand one zero minutes frequency one one eight point zero squawk two two four zero

1820

1820:04 RE (unintelligible) seven eight foxtrot readback is correct hold for release call me when you're number one ready to go i've got another one (unintelligible) uh experimental uh hold for release as well he should be ready shortly

1820:15 N4478F (unintelligible) i think i confused myself is the squawk two two zero four or two two four zero

1820:20 RE two two zero four

1820:23 N4478F alright seven eight fox two two zero four i'll advise advise when i'm number one

1821
(1822-1826)
1827

1828:00 N4478F knoxville departure lance four four seven eight foxtrot number one for runway two eight at gatlinburg

1828:05 RE 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

1828:15 N4478F two niner niner zero (unintelligible) frequency one one uh one one

1828:20 RE one one eight point zero

1829
1830

1830:28 N4478F knoxville departure lance four four seven eight foxtrot just off runway two eight gatlinburg climbing through one point five for five thousand

1830:36 RE lance seven eight foxtrot roger
1831

1831:02 RE november seven eight foxtrot ident

1831:04 N4478F seven eight fox ident

1831:32 RE (unintelligible) seven eight foxtrot climb and maintain
six thousand

1831:33 N4478F to six thousand seven eight fox

1831:52 RE (unintelligible) seven eight foxtrot do you want to go
all the way to volunteer do you want uh some vectors
around the departure (unintelligible) mcghee tyson and
uh direct dubbs in about fifteen miles or so

1832:00 N4478F uh vectors will be fine

1832:02 RE (unintelligible) seven eight foxtrot roger fly heading
of two six zero climb and maintain six thousand

1832:06 N4478F two six zero to six thousand seven eight fox
1833
1834

1834:04 N4478F and knoxville seven eight fox uh we're getting a terrain
advisory we still in the clear

1834:10 RE (unintelligible) seven eight foxtrot well uh

1834:15 RE (unintelligible)

1834:17 RE i've got a uh

1834:20 RE (unintelligible)

1834:23 RE traffic (unintelligible) uh not traffic but a uh
obstruction (unintelligible) forty four hundred feet fly
heading of uh two niner zero for now

1834:37 RE november seven eight foxtrot knoxville

1834:55 RE four four seven eight foxtrot knoxville
1835

1835:13 RE four four seven eight foxtrot knoxville how do you hear
knoxville

1835:44 RE (unintelligible) four four seven eight foxtrot knoxville
1836

1836:23 RE (unintelligible) four four seven eight foxtrot knoxville
1837

1837:40 RE (unintelligible) seven eight foxtrot how do you hear
knoxville

1838
1839

1839:11 RE (unintelligible) four six zero four quebec uh if you
would uh monitor guard see if you can pick up if you're
picking up an e l t at all

1839:18 N4604Q will do zero four quebec
1840

1840:24 RE blue streak three twenty seven if you would uh see
monitor uh twenty one five see if you're picking up an e
l t at all

1840:30 JIA327 will do

1840:58 JIA327 and uh three twenty seven we're picking up uh e l t just
a little bit

1841:02 RE (unintelligible)

1841:05 RE let me know if it gets any stronger

1841:07 JIA327 will do

1841:34 RE blue streak three twenty seven uh knoxville

1841:41 JIA327 say again for blue streak three twenty seven

1841:43 RE three twenty seven if you would try broadcasting on this
frequency to for a four four seven eight foxtrot to see
if he can hear you

1841:52 JIA327 four four seven eight foxtrot this is blue streak three
twenty seven how do you hear
1842

1842:10 JIA327 four four seven eight foxtrot blue streak three twenty
seven how do you hear

1842:15 RE (unintelligible) three twenty seven thanks for your help
did the e l t get any stronger

1842:23 JIA327 uh no it actually got a little bit weaker

1842:26 RE three twenty seven roger contact atlanta center one
three three point six have a good day

1842:29 JIA327 one three three six seven blue streak three twenty seven

1842:32 RE (unintelligible) one three three point six

1842:34 JIA327 one three three point six sorry blue streak three twenty
seven

1842:40 N4604Q approach four six zero four quebec heard it there
briefly and don't hear it any more

1842:45 RE zero four quebec roger
1843
(1844-1855)
1856

1856:32 RE runway (unintelligible) foxtrot's current i l s five
left you're the second of two scopes okay um uh v f r
but running i l s's okay (unintelligible) the last guy
broke out at twenty five hundred is that what you said
(unintelligible) okay zero four quebec is running at
downtown okay um told how to cancel (unintelligible)
five fifty three's ten left one zero thousand expect i l
s eight six yankee is eight thousand here okay guy off
gatlinburg crashed (unintelligible) here somewhere so um
not sure okay so if somebody gets an e l t it's right
around here okay i think they got out but i don't know
alright

1858
(1859-1902)
1903

End of Transcript