



Memorandum

DATE: July 02, 2014

TO: Aircraft Accident File MIA-FCFSS-0040

FROM: Miami Contracted Flight Service Station

SUBJECT: Partial Transcript

Aircraft Accident, N610MH

Patchogue, NY, June 17, 2014

This transcription covers the Miami Contracted Flight Service Station (FCFSS) WS026 PF position for the time period from June 17, 2014, 10:30:49 UTC, to June 17, 2014, 10:34:44 UTC.

Agencies Making Transmissions

Abbreviations

Miami FCFSS, WS026
COL4, N610MH

WS026
N610MH

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N610MH.


Mark Rempfer
Quality Assurance Engineer
Washington FCFSS

1030:49	WS026	lockheed martin flight service good morning
1030:51	N610MH	uh good morning columbia six one zero mike hotel departure from f r g farmingdale to islip---at uh seven thirty *(p m uh uh) seven thirty a m *(to to) today in the morning for one hour and be coming back to farmingdale v f r like to know if it's a good v f r today
1031:18	WS026	okay uh let's see there's a t f r presidential t f r which goes hot today one moment and uh farmingdale is inside of that t f r today is uh june the seventeenth that t f r goes hot uh let me see (unintelligible)
1031:41	N610MH	(unintelligible) t f r goes *(hot)

1031:43 WS026 presidential t f r presidential t f r

1031:47 N610MH *(it's) mean that the president is coming

1031:49 WS026 yes

1031:51 N610MH huh

1031:52 WS026 he's comes in at twenty z four p m are you gonna be back
by then

1031:58 N610MH yes i'm gonna be back in uh in uh nine nine a m in the
morning

1032:02 WS026 okay then *(that) would not affect you

1032:05 N610MH okay

1032:06 WS026 okay okay this *(an) abbreviated briefing i *(wanna) also
tell you today at farmingdale runway one and one niner is
closed except for taxiing that runway becomes closed at
twelve z until twenty z

1032:25 N610MH what is uh *(twelve) twelve z it's uh it's eight a m in
the morning

1032:31 WS026 eight o'clock in the morning

1032:33 N610MH yes

1032:34 WS026 yes

1032:35 N610MH *(what) what is the wind today let me see what is the wind

1032:38 WS026 farmingdale automated report wind's one eight zero at six

1032:45 N610MH *(huh) the wind is coming from one eight zero

1032:47 WS026 yeah from the south

1032:50 N610MH yes

1032:51 WS026 islip one seven zero at seven

1032:57 N610MH okay what is the uh it's a good v f r today or what is the ceiling and the visibility please

1033:02 WS026 current conditions farmingdale automated report wind one eight zero at six visibility niner miles few clouds seven thousand temperature one niner dew point one eight altimeter three zero zero four islip wind one seven zero at seven visibility ten a few clouds six thousand five hundred scattered niner thousand five hundred broken fifteen thousand overcast twenty six thousand temperature twenty dew point seventeen altimeter three zero zero three remarks rain ended at one five

1033:48 N610MH okay

1033:49 WS026 okay good v f r

1033:52 N610MH good v f r thank you sir

1033:54 WS026 okay for additional en route weather contact flight watch one two two point zero pilot weather reports requested for flight following through class bravo airspace contact new york tracon (unintelligible)

1034

1034:07 N610MH what is that *(new york) what is the frequency *(of) new york (unintelligible)

1034:11 WS026 okay for the islip uh departure *(let me) pull it up here islip uh let's see that would be one two one point eight five

1034:25 N610MH *(and uh) if i departure from farmingdale what is the
frequency for new york approach to islip

1034:32 WS026 *(okay) for farmingdale one two eight point two five

1034:39 N610MH one two eight point two five thank you sir

1034:42 WS026 thank you sir have a good day

1034:43 N610MH bye

1034:44 WS026 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.