



Federal Aviation Administration

Memorandum

Date: February 12, 2015

To: Aircraft Accident File ZME-ARTCC-0268

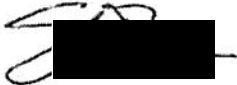
From: Memphis Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N81291
Kuttawa, KY, January 02, 2015

This transcription covers the Memphis Air Route Traffic Control Center (ARTCC) R07 R position for the time period from January 02, 2015, 2317 UTC, to January 03, 2015, 0046 UTC.

Agencies Making Transmissions	Abbreviations
N81291	N81291
Memphis ARTCC McKellar Low Altitude Radar Control Position	R07
N356DP	N356DP
Fort Campbell Approach Control	HOP

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N81291.


Sean T. McCann
Support Specialist
Memphis ARTCC

2317
(2318-2346)

2347

2347:10 N81291 memphis center this is nava uh this is seneca eight one
two nine one with you passing through sixty seven hundred
for six thousand

2347:20 R07 seneca eight one two niner one memphis center roger
paducah altimeter three zero two three

2347:25 N81291 three zero two three two niner one

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2347:38 R07 attention all aircraft hazardous weather information
convective sigmet two seven central valid until zero one
five five zulu louisiana arkansas texas oklahoma
available uh hiwas flight watch flight service
frequencies

2348
2349
2350

2350:48 N81291 hello this is two niner one i've got problems the uh i
need to go to the nearest v f r airport both
(unintelligible)

2351:00 R07 seneca two nine one um memphis i caught a little bit of
that you said you are having problems

2351:07 N81291 seems like i lost both

2351:12 R07 seneca two niner one uh you're cutting out uh mike thirty
four airport uh gilbertville kentucky mike thirty four's
eleven miles to the west

2351:30 R07 november two nine one memphis

2351:36 N81291 i see it okay i don't know what the hell is going on

2351:41 R07 november two nine one uh you're still breaking up uh mike
three four is about twelve miles west of your position
right now

2351:57 R07 eight one two niner one memphis what's the uh nature of
your emergency

2352

2352:01 N81291 i don't know what's wrong both my navs both my mags went
out both engines are malfunctioning---everything's
forward it was running perfect i have fuel i just don't
know the right engine is out

2352:21 R07 november eight one two niner one roger sir how many
persons on board

2352:25 N81291 i have five on board and i see the airport i'm at uh again

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my best glide speed here (unintelligible)

2352:31 R07 november eight one two niner one roger sir and uh it is
mike thirty four that's mike three four ten miles in
front of you and you're cleared to uh for a visual
approach you said you do have it uh in sight correct
2353
2353:09 R07 november eight one two niner one is uh your left engine
still working
2353:32 R07 november two niner one memphis
2353:43 R07 november two nine one memphis
2354
2354:06 R07 november eight one two niner one memphis
2354:09 N81291 do you hear me eight one two niner one
2354:10 R07 yes sir i got you what's your status right now
2354:14 N81291 engines are not producing power i don't know what's up i
do not see the airport can you tell me the frequency of
the airport
2354:21 R07 yes sir stand by
2354:37 R07 it's one two three point zero one two three point zero
2354:43 N81291 is there anything suitable suitable landing area
2354:45 R07 no sir that is the closest airport that is going to be to
you---it's runway two seven---it's four thousand feet
long a hundred feet wide
2355
2355:06 R07 november two niner one i did lose you on radar contact
radar contact has been lost
2355:21 R07 november eight one two niner one memphis

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2355:42 R07 november eight one tune* niner one memphis
2356

2356:23 R07 november eight one two niner one memphis

2356:33 N356DP memphis good evening three five six delta papa with you at
four thousand

2356:36 R07 november three five six delta papa memphis center good
evening paducah altimeter three zero two three and i have
a request when you get a chance

2356:43 N356DP go ahead

2356:44 R07 yes sir i just uh had an aircraft have a problem just
ahead of you twelve uh twelve o'clock and about twenty
miles can you try and reach a seneca eight one two niner
one and see if he's still on this frequency seneca eight
one two niner one

2356:58 N356DP seneca eight two niner one this is three five six delta
papa how do you read

2357:14 N356DP what was that callisign again sir

2357:18 R07 uh six delta papa seneca eight one two niner one or seneca
two niner one

2357:25 N356DP seneca two niner one this is three five six delta papa

2357:34 N356DP what altitude was he at i see an aircraft off my nose

2357:38 R07 uh he's i lost him off the radar uh twelve o'clock and
about twenty miles right now

2357:44 N356DP and what direction was he traveling

2357:45 R07 uh he should he turned west um headed for mike thirty four
um i've got another frequency if you could go over to the

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mike thirty four ctaf um frequency and see if he's on
that it's one two three point zero one two three point
zero and then just return back to me when you can

2357:49 N356DP three five six delta papa copy (unintelligible)

2358:46 N356DP seneca two niner one this is lance three five six delta
papa how copy

2358:58 N356DP center no joy on uh either frequency

2359:00 R07 uh three five six uh delta papa roger sir

2359:13 N356DP do you want me to try one twenty one five

2359:17 R07 november three five six delta papa no sir you can just
stay with me i may have a different frequency for you to
try here in just a second

2359:58 R07 seneca eight one two niner one memphis
0000

0000:14 R07 fort campbell approach paducah low

0000:16 HOP campbell

0000:17 R07 three five six delta papa my control

0000:18 HOP your control

0000:19 R07 (unintelligible)

0000:20 HOP mike echo

0000:21 R07 november three five six delta papa turn uh five degrees
right i'm gonna vector you the area that i last lost uh
radar on him and see if you can get a visual on anything
on the ground maybe

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0000:33 N356DP okay five right that's a three two five heading for me

0000:36 R07 thank you

0000:43 R07 and three five six delta papa you said you did go over to one two three point zero and wasn't able to reach anybody

0000:49 N356DP that's affirmative i've still got it up on the other frequency on my other radio and i'm listening but

0000:55 R07 roger thank you
0001

0001:25 N356DP memphis center i do have an aircraft that is flashing a light about my eleven o'clock appears to be maybe co-altitude maybe slightly higher

0001:33 R07 and three five six delta papa uh papa roger i'm not uh about how far out do you think

0001:38 N356DP he could he could be fifteen to twenty miles it's just hard to tell at night

0001:45 R07 uh three five six delta papa roger thank you sir i'm uh not depicting anything but uh i will uh keep an eye out
0002
0003

0003:09 R07 november three five six delta papa that area is gonna be about your twelve to one o'clock and seven and a half miles and then the airport that we were trying to get him to uh is twelve to eleven o'clock and about ten miles so it's going to be uh somewhere uh somewhere in there if you can kinda look and see if you can get anything in sight i think the last uh report from uh fort campbell approach had radar hit on him about seven miles northeast of the field at about one thousand eight hundred feet

0003:41 N356DP okay copy that i am uh i'm starting to pick up a little bit of low cloud deck but it's really totally thin

0003:47 R07 thank you sir
0004

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0004:04 N356DP you said the airport he was going to is mike three four

0004:06 R07 yes sir mike three four currently eleven o'clock and about eight eight and a half miles from your position

0004:35 N356DP hey i got that pulled up on my ipad uh looks like the kentucky dam state park

0004:40 R07 yes sir that's it uh mike three four and uh if uh you have it if uh you have it in sight at all cause the seneca said he had it in sight uh when i first turned him toward the airport um i'm not sure if he kept it in sight or not but are you between layers

0004:55 N356DP i'm actually in the clear right now and i can actually see uh the northern part of the lake here and as a look to the left actually closer to ten o'clock is where the dam airport is

0005:04 R07 three five six and three five six delta papa roger sir you think you might be able to over fly that airport and uh uh maybe see if you can uh see anything on the ground maybe take it down a thousand feet or so

0005:15 N356DP sure

0005:17 R07 november three five six delta papa cleared direct to mike three four um descend at pilot's discretion maintain three thousand see if you can get any kind of visual on uh maybe an aircraft that's uh on the field

0005:27 N356DP alright yeah that aircraft that i did call out earlier is getting closer and he appears to be over the top of that airport right now

0005:33 R07 roger sir uh i guess just maintain visual separation from it i'm still not depicting anything but then again if it is him it's um it's probably gonna be uh uh he's probably i mean he's gonna be off my radar so i'm not sure uh you said he's over the (unintelligible) he's over the airport right now

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0005:56 N356DP he appears to be uh the airplane i'm seeing it looks to be possibly going in the same direction i am but uh he's not getting any closer to me right now but he's due north of everything north of the airport

0006:04 R07 roger sir
0007

0007:09 R07 three five six delta papa it is going to be a twin engine airplane uh it's a seneca
0008

0008:09 R07 november three five six delta papa maintain two thousand three hundred do not uh drop below two thousand three hundred

0008:20 R07 november three five six delta papa memphis you copy

0008:26 N356DP sir three five three five six delta papa is at two point four

0008:29 R07 roger sir

0008:48 N356DP hey uh sir uh three five six delta papa the field uh is in sight and if you would like i could go down and do a low approach but we don't see any flashing beacons on the field

0008:58 R07 three five six delta papa roger sir uh stand by one
0009

0009:21 R07 november three five six delta papa climb and maintain four thousand and uh you are cleared back direct to uh uh parks

0009:31 N356DP four thousand direct parks

0009:35 R07 and three five six delta papa i appreciate your help and they do have they are sending someone out to the field right now they will go out and double check on it

0009:42 N356DP okay copy that
0010

0010:54 R07 november three five six delta papa do you uh by chance

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still have that other aircraft in sight

0010:58 N356DP i do sir he's uh still northwest of us

0011:02 R07 roger thank you sir

0011:11 R07 and uh three five six delta papa your not uh could you
monitor guard too just to make sure you're not picking up
any kind of e l t

0011:18 N356DP uh stand by

0011:28 N356DP i've got one twenty five up and don't hear anything

0011:30 R07 roger thank you sir

0012

0013

0014

0014:56 R07 november three five six delta papa i am pre uh depicting
areas of moderate precipitation at your twelve o'clock
and about thirty miles got some uh heavy precipitation
embedded there as well and uh again it starts twelve
o'clock about twenty miles and uh it goes for about
another twenty five miles through your route of flight

0015:18 N356DP yeah i was just pulling that up with my stratus it does
appear that uh i should be able to get through that
through

0015:25 R07 roger sir just keep me advised on uh if you need any
deviations

0015:28 N356DP will do

0016

(0017-0045)

0046

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.

DESTINATION: M34
ETE: UNKN
ALTN AIRPORT: UNKN
2ND ALTN AIRPORT: UNKN
REMARKS: UNKN
FUEL ON BOARD: UNKN
PEOPLE ON BOARD: 5
PILOT INFORMATION: UNKN

FF KZMEZRZX
030019 KAISXCLX
QALQ N81291
NEG INFO

FF KZMEZRZX
030016 KMIVXDTC
QALQ N81291 NEG INFO

FF KZMEZRZX
030015 KIADXCLX
PART 3 OF 3.

QALQ N81291 DUAT SAR RESPONSE:

A) ACFT N81291 B) TRANS TIME 150102130545 C) TRANS NBR 014234
D) PILOT G M GUTZLER E) FLIGHT PLAN DATA:
FP TYPE VFR ACFT ID N81291 ACFT TYPE PA34/G SPEED 160 DEPARTURE E
YW ETD 201501021430 ALT 65 DESTN TLH ETE 0217 FOB 0450 PILOT G M.
GUTZLER [REDACTED] ACFT HOME MVN NUM ABRD 5 COLOR
W/B
F)

FF KZMEZRZX
030015 KIADXCLX
PART 2 OF 3.

QALQ N81291 DUAT SAR RESPONSE:

A) ACFT N81291 B) TRANS TIME 150102162844 C) TRANS NBR 022118
D) PILOT G M GUTZLER E) FLIGHT PLAN DATA:
FP TYPE VFR ACFT ID N81291 ACFT TYPE PA34/G SPEED 160 DEPARTURE E
YW ETD 201501021730 ALT 65 DESTN ABY ETE 0240 FOB 0450 PILOT G M.
GUTZLER [REDACTED] ACFT HOME MVN NUM ABRD 5 COLOR
W/B
F)

FF KZMEZRZX
030015 KIADXCLX
PART 1 OF 3.

QALQ N81291 DUAT SAR RESPONSE:

A) ACFT N81291 B) TRANS TIME 150102203801 C) TRANS NBR 030645
D) PILOT G M GUTZLER E) FLIGHT PLAN DATA:
FP TYPE IFR ACFT ID N81291 ACFT TYPE PA34/G SPEED 160 DEPARTURE T
LH ETD 201501022100 ALT 10 DESTN MVN ETE 0312 FOB 0450 PILOT G M.
GUTZLER [REDACTED] ACFT HOME MVN NUM ABRD 5 COLOR
W/B
F)

030015 KZMEZRZX
QALQ N81291

SS ZME KSARYCYX KRTLYAYX KRCCYCYX KRWAYAYX KAISXCLX KMIVXDTC
KIADXCLX XXM XXA XXS.
030025 KZMEZRZX
ALNOT N81291
LAST KNOWN POSITION: ON APPROACH TO M34
FLIGHT RULES: IFR
NUMBER OF A/C: 1
AIRCRAFT TYPE: PA34
COLOR OF AIRCRAFT: UNKN
EQUIPMENT: /G
AIRSPEED: UNKN
DEPARTURE POINT: TLH
DEPARTURE TIME: MVN
ALTITUDE: UNKN
ETA: UNKN
ROUTE OF FLIGHT: TLH..M34
DESTINATION: M34
ETE: UNKN
ALTN AIRPORT: UNKN
2ND ALTN AIRPORT: UNKN
REMARKS: UNKN
FUEL ON BOARD: UNKN
PEOPLE ON BOARD: 5
PILOT INFORMATION: UNKN

FUEL ON BOARD: UNKN
PEOPLE ON BOARD: 5
PILOT INFORMATION: UNKN

SS KZMEZRZX
030039 KZIDZRZX
REF ALNOT N81291

NO INFO

ZID

SS KZMEZRZX
030037 KZKCZRZX
R N81291
ZKCFDC/OH

-----ORIGINAL MESSAGE-----

FROM: KZMEZRZX
TO: KZKCZRZX
SENT: 01/03/2015 00:25
SUBJECT: ALNOT N81291 LAST KNOWN POSITION: ON APPROACH TO M34 FLIGHT
RULES: IFR NUMBER OF
SS KZKCZRZX
030025 KZMEZRZX
ALNOT N81291
LAST KNOWN POSITION: ON APPROACH TO M34
FLIGHT RULES: IFR
NUMBER OF A/C: 1
AIRCRAFT TYPE: PA34
COLOR OF AIRCRAFT: UNKN
EQUIPMENT: /G
AIRSPEED: UNKN
DEPARTURE POINT: TLH
DEPARTURE TIME: MVN
ALTITUDE: UNKN
ETA: UNKN
ROUTE OF FLIGHT: TLH..M34
DESTINATION: M34
ETE: UNKN
ALTN AIRPORT: UNKN
2ND ALTN AIRPORT: UNKN
REMARKS: UNKN
FUEL ON BOARD: UNKN
PEOPLE ON BOARD: 5
PILOT INFORMATION: UNKN

FF KZMEZRZX
030034 KGWOYFYX
ALNOT N81291
NEG INFO
VER FP FILED WITH DUATS KIADXCX

SS KZMEZRZX ZME-ARTCC-0268
 N81291

030028 KAISXCLX
ALNOT N81291
NEG INFO

SS KZMEZRZX
030026 KMIVXDTC
ALNOT N81291 NO ADDITIONAL INFO

SS ZME KSARYCYX KRTLYAYX KRCCYCYX KRWAYAYX KAISXCLX KMIVXDTC
KIADXCLX XXM XXA XXS.

030025 KZMEZRZX
ALNOT N81291
LAST KNOWN POSITION: ON APPROACH TO M34
FLIGHT RULES: IFR
NUMBER OF A/C: 1
AIRCRAFT TYPE: PA34
COLOR OF AIRCRAFT: UNKN
EQUIPMENT: /G
AIRSPEED: UNKN
DEPARTURE POINT: TLH
DEPARTURE TIME: MVN
ALTITUDE: UNKN
ETA: UNKN
ROUTE OF FLIGHT: TLH..M34
DESTINATION: M34
ETE: UNKN
ALTN AIRPORT: UNKN
2ND ALTN AIRPORT: UNKN
REMARKS: UNKN
FUEL ON BOARD: UNKN
PEOPLE ON BOARD: 5
PILOT INFORMATION: UNKN

SS KZMEZRZX
030026 KIADXCLX
ACTIVE QALQ N81291 (ADDRESS KZMEZRZX) HAS
BEEN UPGRADED TO ALNOT

SS KZMEZRZX KZMEZRZX
030025 KZMEZRZX
ALNOT N81291
LAST KNOWN POSITION: ON APPROACH TO M34
FLIGHT RULES: IFR
NUMBER OF A/C: 1
AIRCRAFT TYPE: PA34
COLOR OF AIRCRAFT: UNKN
EQUIPMENT: /G
AIRSPEED: UNKN
DEPARTURE POINT: TLH
DEPARTURE TIME: MVN
ALTITUDE: UNKN
ETA: UNKN
ROUTE OF FLIGHT: TLH..M34

ZME-ARTCC-0268
N81291

FF KZMEZRZX
030156 KZKCZRZX
ROGER CNLD ALNOT: N81291... ZKC

SS ZME KSARYCYX KRTLYAYX KRCCYCYX KRWAYAYX KAISXCLX KMIVXDTC
KIADXCLX XXM XXA XXS.
030143 KZMEZRZX
ALNOT N81291 CNLD

SS KZMEZRZX KZMEZRZX
030143 KZMEZRZX
ALNOT N81291 CNLD

FF KZMEZRZX
030142 KIADXCLX
QALQ N81291 CNLD

---IGNORING REQUEST.
CANNOT CANCEL BECAUSE SAR IS CURRENTLY NOT ACTIVE.

FF KAISXCLX KMIVXDTC KIADXCLX.
030142 KZMEZRZX
QALQ N81291 CNLD

SS KZMEZRZX
030048 KZJXZRZX
R ALNOT N81291
-----ORIGINAL MESSAGE-----
FROM: KZMEZRZX
TO: KZJXZRZX
SENT: 01/03/2015 00:25
SUBJECT: ALNOT N81291 LAST KNOWN POSITION: ON APPROACH TO M34 FLIGHT
RULES: IFR NUMBER OF
SS KZJXZRZX
030025 KZMEZRZX
ALNOT N81291
LAST KNOWN POSITION: ON APPROACH TO M34
FLIGHT RULES: IFR
NUMBER OF A/C: 1
AIRCRAFT TYPE: PA34
COLOR OF AIRCRAFT: UNKN
EQUIPMENT: /G
AIRSPEED: UNKN
DEPARTURE POINT: TLH
DEPARTURE TIME: MVN
ALTITUDE: UNKN
ETA: UNKN
ROUTE OF FLIGHT: TLH..M34
DESTINATION: M34
ETE: UNKN
ALTN AIRPORT: UNKN
2ND ALTN AIRPORT: UNKN
REMARKS: UNKN

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N81291

UTC (Zulu) Time Conversion Chart

UTC (Zulu)	PST/ ALDT	PDT/ MST	MDT/ CST	CDT/ EST	EDT/ AST	ALST	HST	UTC (Zulu)	PST/ ALDT	PDT/ MST	MDT/ CST	CDT/ EST	EDT/ AST	ALST	HST
0000*	1600	1700	1800	1900	2000	1500	1400								
0100	1700	1800	1900	2000	2100	1600	1500	1300	0500	0600	0700	0800	0900	0400	0300
0200	1800	1900	2000	2100	2200	1700	1600	1400	0600	0700	0800	0900	1000	0500	0400
0300	1900	2000	2100	2200	2300	1800	1700	1500	0700	0800	0900	1000	1100	0600	0500
0400	2000	2100	2200	2300	0000*	1900	1800	1600	0800	0900	1000	1100	1200	0700	0600
0500	2100	2200	2300	0000*	0100	2000	1900	1700	0900	1000	1100	1200	1300	0800	0700
0600	2200	2300	0000*	0100	0200	2100	2000	1800	1000	1100	1200	1300	1400	0900	0800
0700	2300	0000*	0100	0200	0300	2200	2100	1900	1100	1200	1300	1400	1500	1000	0900
0800	0000*	0100	0200	0300	0400	2300	2200	2000	1200	1300	1400	1500	1600	1100	1000
0900	0100	0200	0300	0400	0500	0000*	2300	2100	1300	1400	1500	1600	1700	1200	1100
1000	0200	0300	0400	0500	0600	0100	0000*	2200	1400	1500	1600	1700	1800	1300	1200
1100	0300	0400	0500	0600	0700	0200	0100	2300	1500	1600	1700	1800	1900	1400	1300
1200	0400	0500	0600	0700	0800	0300	0200	2400	1600	1700	1800	1900	2000	1500	1400

*0000 and 2400 are interchangeable.

2400 is associated with the date of the day ending, 0000 with the day just starting.

UTC = Coordinated Universal Time, or Zulu
 PST = Pacific Standard Time (UTC - 8 hours)
 ALDT = Alaskan Daylight Time (UTC - 8 hours)
 PDT = Pacific Daylight Time (UTC - 7 hours)
 MST = Mountain Standard Time (UTC - 7 hours)
 MDT = Mountain Daylight Time (UTC - 6 hours)
 CST = Central Standard Time (UTC - 6 hours)
 CDT = Central Daylight Time (UTC - 5 hours)
 EST = Eastern Standard Time (UTC - 5 hours)
 EDT = Eastern Daylight Time (UTC - 4 hours)
 AST = Atlantic Standard Time (UTC - 4 hours)
 ALST = Alaskan Standard Time (UTC - 9 hours)
 HST = Hawaiian Standard Time (UTC - 10 hours)
