

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				REPORT DATE September 22, 2015				REPORT NO. BKV-FCT-0004			
REPORT OF AIRCRAFT ACCIDENT				NAME OF REPORTING FACILITY Brooksville FCT (BKV)							
1. AIRCRAFT IDENTIFICATION AND TYPE N8615Z, C206				2. DATE/TIME OF ACCIDENT (UTC) September 18, 2015; 1258 UTC				3. LOCATION OF ACCIDENT (MAND) Spring Hill, FL, 3 miles west of Brooksville-Tampa Bay Regional Airport			
								LATITUDE/LONGITUDE(OPTL)			
4. NATURE OF ACCIDENT Crashed on ILS Approach to Runway 09.						5. TYPE OF FLIGHT IFR					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED		INJURED		FATALITY		UNKN	
	Gary Cohen	Pilot	Brooksville, Florida						☒		
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT 0	NUMBER UNINJURED 0	NUMBER INJURED 0		NUMBER FATALITIES 0					
8. AIRCRAFT DAMAGE Destroyed						9. PROPERTY DAMAGE Unknown					
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS MALSR, Runway 09 OTS. All other equipment normal.											
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT Brooksville, FL, Brooksville-Tampa Bay Regional ARPT METAR-1253 UTC: wind zero three zero at six, visibility one zero statute miles, ceiling five hundred overcast, temperature two four, dew point two two, altimeter two nine eight four.										
	FIRST REPORT SUBSEQUENT TO ACCIDENT Brooksville, FL, Brooksville-Tampa Bay Regional ARPT SPECI- 1306 UTC: wind three six zero at four, visibility one zero statute miles, ceiling one thousand two hundred broken, temperature two four, dew point two two, altimeter two nine eight four.										
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS							
	Jimmy C. Mills (JM)	Brooksville FCT	LC								
	Stephen W. Moore (GJ)	Brooksville FCT	GC								
*OPERATING INITIALS											
13. SIGNATURE OF FACILITY MANAGER Michael McDowell											



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT OF AIRCRAFT ACCIDENT

(Continuation Sheet)

REPORT DATE

October 1, 2015

REPORT NO.

BKV-FCT-0004

NAME OF REPORTING FACILITY

Page FCT (FMY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 1, 2015

ALL TIMES ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1121 N8615Z called Ground Control (GC) requesting an IFR Clearance to Lake Keystone Seaplane Base, Odessa, FL. GC issued the clearance and the pilot read it back correctly.
- 1122 N8615Z requested to taxi to the active runway. GC instructed N8615Z to taxi to Runway 5. N8615Z acknowledged.
- 1125 N8615Z called Local Control (LC) ready for departure. LC cleared N8615Z for takeoff on Runway 5. N8615Z acknowledged.
- 1127 LC instructed N8615Z to contact Fort Myers Departure. N8615Z acknowledged.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT OF AIRCRAFT ACCIDENT

(Continuation Sheet)

REPORT DATE

September 23, 2015

REPORT NO.

BKV-FCT-0004

NAME OF REPORTING FACILITY

Brooksville FCT (BKV)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 18, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1249 Tampa TRACON (TPA) called Brooksville Local Control (LC) and coordinated N8615Z, 10 miles west, inbound on the ILS Runway 9 Approach to a full stop landing. LC acknowledged.
- 1251 N8615Z reported inbound to EBELS on the ILS Approach. LC issued the runway, wind, and altimeter. N8615Z acknowledged. LC then issued the weather and a recent PIREP. N8615Z acknowledged.
- 1255 TPA called LC with a Low Altitude Alert on N8615Z. LC asked TPA to repeat his message. TPA again stated a Low Altitude Alert on N8615Z. LC advised TPA that he was talking with the aircraft, but he had not reported EBELS. TPA advised LC that the aircraft had passed EBELS and was on a 1 1/2 mile final and reiterated the Low Altitude Alert. LC acknowledged and initiated several calls to N8615Z. N8615Z did not reply.
- 1256 LC advised TPA he did not have radio contact with N8615Z and asked if TPA still saw the aircraft. TPA advised the aircraft dropped off the radar at about a mile final and asked LC if the aircraft was on the runway. LC advised that the aircraft was not on the runway. TPA suggested to LC that he might want to contact the crash crew.
- 1257 LC began the emergency alert notification and followed up with calls on the radio to establish communications with N8615Z. No reply was received.
- 1259 TPA inquired if LC had an update on N8615Z. LC asked TPA to stand by. LC advised TPA that the Sheriff's Department advised they have spotted an airplane in the trees. TPA advised they would start making notifications.
- 1303 TPA asked LC if N8615Z ever called the Tower. LC confirmed the aircraft called and LC requested the pilot to report EBELS inbound and that report was never received.
- 1307 TPA asked LC if he was making all the notifications. LC advised he was going to make all the notifications and that the Fire Department Rescue personnel were at the accident site.

No More Follows



Robinson Aviation (RVA), Inc.

Memorandum

Date: November 18, 2015

To: Aircraft Accident File BKV-FCT-0004

From: Brooksville FAA Contract Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N8615Z
Spring Hill, FL, September 18, 2015

This transcription covers the Brooksville FAA Contract Tower (FCT) Local Control (LC) position for the time period from September 18, 2015, 1219 UTC to September 18, 2015, 1338 UTC.

Agencies Making Transmissions

Abbreviations

C206, N8615Z

N8615Z

Brooksville FCT, Local Control

LC

Tampa ATCT, Approach Control (TPA)

TPA

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N8615Z.


Michael McDowell
Air Traffic Manager
Brooksville FCT

1219

(1220-1248)

1249

1249:01 TPA brooksville tampa inbound

1249:14 LC brooksville brooksville

BKV-FCT-0004
N8615Z

Page 2 of 6

1249:17	TPA	ten to the west november eight six one five zulu cessna two oh six i l s runway niner approach
1249:25	LC	j m
1249:27	TPA	j s
1250		
1251		
1251:25	N8615Z	brooksville tower stationaire amphib eight six one five zulu inbound to ebels
1251:31	LC	stationaire eight six one five zulu good morning brooksville report ebels inbound you can expect to land runway niner the wind is zero four zero at four our altimeter this morning is two nine zero four correction two nine eight four
1251:44	N8615Z	two nine eight four expect runway nine one five zulu
1251:47	LC	stationaire one five zulu the current weather at brooksville is ah five hundred overcast visibility one zero
1251:53	N8615Z	five hundred and visibility one zero one five zulu
1251:56	LC	yes sir and we had a departure about an hour ago now he reported the bases at six hundred feet
1252:03	N8615Z	one five zulu
1253		
1254		
1255		
1255:18	TPA	brooksville tampa low altitude alert november eight six one five zulu

BKV-FCT-0004
N8615Z

Page 3 of 6

1255:24	LC	say again for brooksville
1255:26	TPA	low altitude alert november eight six one five zulu
1255:31	LC	one five zulu i am talking to him but he's not reported ebels yet
1255:34	TPA	he's way past ebels he's on about a mile and a half final low altitude alert low altitude alert j s
1255:45	LC	alright j m
1255:50	LC	stationaire one five zulu brooksville
1255:52	LC	uh oh
1255:58	LC	stationaire one five zulu brooksville
1256:09	LC	stationaire one five zulu brooksville
1256:24	LC	stationaire eight six one five zulu brooksville
1256:38	TPA	tampa
1256:40	LC	i don't have one five zulu on frequency anymore do you still see him there
1256:43	TPA	negative he dropped off the scope at about a mile final he's not on your runway

BKV-FCT-0004
N8615Z

Page 4 of 6

1256:49	LC	no sir he is not
1256:51	TPA	okay uh you might wanna you might wanna call the crash crew then he he low altitude alert then he dropped off
1256:59	LC	had he indicated any kind of difficulty with you
1257:02	TPA	negative
1257:03	LC	j m
1257:05	TPA	j s
1258		
1259		
1259:04	TPA	brooksville tampa
1259:06	LC	stationaire eight six one five zulu brooksville tower
1259:07	TPA	brooksville tower tampa
1259:09	LC	brooksville
1259:11	TPA	any update on one five zulu
1259:13	LC	nope and i don't see anything out there and he's not on frequency
1259:18	TPA	say again

BKV-FCT-0004
N8615Z

Page 6 of 6

1307:20	TPA	brooksville tampa
1307:22	LC	brooksville
1307:24	TPA	hey i know you're busy are you by yourself do you need me to start making all the notifications for ya or are you making them
1307:30	LC	uh go ahead
1307:32	TPA	you gonna make them
1307:33	LC	yeah we're gonna we're gonna file the uh with the roc here in just a few minutes
1307:36	TPA	alright you're gonna make all the calls sounds good
1307:38	LC	and just for your information he is in a residential backyard the airplane is rather fire department rescue is on site the airplane is leaking fuel but they cannot locate the pilot
1307:51	TPA	okay and uh if you need anything from me just let me know
1307:53	LC	i appreciate it
1307:55	TPA	thanks bye bye
1308		
(1309-1337)		
1338		

End of Transcript

BKV-FCT-0004
N8615Z

Page 5 of 6

1259:20	LC	wait a minute
1259:51	LC	are you still there tampa
1259:53	TPA	yes sir
1259:56	LC	sheriff's reporting that they uh have spotted an airplane out there in the trees
1300:01	TPA	okay i'll i'll start making calls alright thanks echo mike
1301		
1302		
1303		
1303:52	TPA	brooksville tampa
1303:53	LC	brooksville
1303:55	TPA	i know you're busy did he ever check in with you
1303:59	LC	he did he uh reported on the i l s he was asked to report ebels inbound and he never did
1304:07	TPA	thanks appreciate that
1304:09	LC	alright
1304:11	TPA	echo mike
1305		
1306		
1307		

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE November 20, 2015	REPORT NO. TPA-ATCT-0161				
		NAME OF REPORTING FACILITY Tampa ATCT (TPA)					
REPORT OF AIRCRAFT ACCIDENT							
1. AIRCRAFT IDENTIFICATION AND TYPE N8615Z, C206		2. DATE/TIME OF ACCIDENT (UTC) September 18, 2015; 1258 UTC		3. LOCATION OF ACCIDENT (MANDATORY) Spring Hill, FL; [REDACTED] Spring Hill, Florida LATITUDE/LONGITUDE (OPTIONAL) Unknown			
4. NATURE OF ACCIDENT Aircraft crashed while on an ILS approach to Brooksville Airport				5. TYPE OF FLIGHT IFR Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Gary Cohen	Pilot	Odessa, FL			X	
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT 0	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 0		
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE None				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT BROOKSVILLE METAR - 1253 UTC: wind zero three zero at six knots, visibility one zero statute miles, ceiling five hundred overcast, temperature two four, dew point two two, altimeter two nine eight four						
	FIRST REPORT SUBSEQUENT TO ACCIDENT BROOKSVILLE METAR - 1306 UTC: wind three six zero at four knots, visibility one zero statute miles, six hundred scattered, ceiling one thousand two hundred broken, temperature two four, dew point two two, altimeter two nine eight four						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS		
	Crystal Ann Thornton *(CT)	TPA ATCT	B DR				
	Thomas Sirios Nicklow (ZR)	TPA ATCT	S SR				
	Jeremy E. Benton (JB)	TPA ATCT	D DR				
	Peter Jon Spano (PS)	TPA ATCT	D DR				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Eric Fox [Signature]							

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 29, 2015	REPORT NO. TPA-ATCT-0161
	NAME OF REPORTING FACILITY Southwest Florida International ATCT (RSW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 18, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1126 Fort Myers-Page (FMY) called RSW EST Approach (EST AP) with a rolling call on N8615Z.

1127 N8615Z calls EST AP and reports leaving three hundred for two thousand. EST AP radar identifies N8615Z and instructs pilot to climb and maintain four thousand, turn left direct Charo and intercept V35 resume own navigation. Pilot readback is correct.

1133 EST AP issues area of light precipitation between eleven o'clock and twelve o'clock five miles area is one zero miles in diameter to N8615Z. N8615Z responds with his callsign.

1135 N8615Z reports reaching four thousand feet. EST AP responds with roger.

1140 EST AP calls Tampa South Satellite with a manual handoff on N8615Z.

1141 EST AP instructs N8615Z to contact Tampa Approach on one one niner point six five. Pilot responds one one niner point six five good day.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 18, 2015	REPORT NO. TPA-ATCT-0161
	NAME OF REPORTING FACILITY Tampa ATCT (TPA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 18, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1140 Regional Southwest Approach (RSW) manually hands off N8615Z to Tampa East Departure (B).

1141 N8615Z contacted Tampa East Departure level at 4,000 feet. The Tampa East Departure controller instructed N8615Z to ident and provided the Tampa altimeter. The Tampa East Departure controller observed the ident and verified the destination as 57FL (Lake Keystone Seabase).

1144 The Tampa East Departure controller asked N8615Z his intentions. The pilot of N8615Z stated that he intended to land at 57FL and if unable he would go to Brooksville Airport (BKV).

1147 The Tampa East Departure controller provided the Tampa South Satellite (S) controller a position briefing and handed off the South Satellite airspace in which N8615Z was located to the the Tampa South Satellite controller.

1154 The Tampa South Satellite controller questioned where on the lake N8615Z lands and the pilot replied on the northwest section runway three two one four.

1200 The Tampa South Satellite controller advised N8615Z he would be taken to the west around Tampa and descended, instead of all the way west around Saint Petersburg (PIE).

1204 N8615Z was instructed to contact Tampa Approach on 118.8 and was handed off to Tampa West Departure (D).

1215 Tampa West Departure cleared N8615Z to descend and maintain 3,000 feet.

1216 Tampa West Departure cleared N8615Z to descend and maintain 1,600 feet.

1222 Tampa West Departure requested N8615Z to state flight conditions and the pilot reported a broken layer at about one thousand feet.

1226 Tampa West Departure issued N8615Z a low altitude alert.

1232 Tampa West Departure issued N8615Z a low altitude alert.

1233 N8615Z reported Keystone Seaplane Base in sight and Tampa West Departure cleared N8615Z for a visual approach. N8615Z canceled IFR with Tampa West Departure.

1238 N8615Z contacted Tampa West Departure and requested an IFR clearance to Brooksville Airport (BKV) and an ILS approach to Runway 9. Tampa West Departure issued N8615Z a squawk zero one three three.

1240 Tampa West Departure requested N8615Z to ident. N8615Z was radar identified and provided a clearance to BKV.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 18, 2015	REPORT NO. TPA-ATCT-0161
	NAME OF REPORTING FACILITY Tampa ATCT (TPA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1241 Tampa West Departure instructed N8615Z to reset transponder and squawk zero two seven six.

1247 Tampa West Departure instructed N8615Z to fly heading three six zero.

1248 Tampa West Departure instructed N8615Z to fly heading zero six zero to intercept the localizer.

1249 Tampa West Departure called Brooksville Tower to hand off N8615Z. Tampa West Departure cleared N8615Z for the ILS Runway 9 approach at Brooksville Airport.

1251 Tampa West Departure terminated radar services for N8615Z and instructed the pilot to contact Brooksville Tower on one one eight point five five.

1255 Tampa West Departure contacted Brooksville Tower to issue a low altitude alert for N8615Z at a one mile final.

1256 Brooksville Tower contacted Tampa West Departure and stated he had lost radio contact with N8615Z. Tampa West Departure had lost radar contact and suggested that Brooksville Tower contact local crash crew. No further contact.

No More Follows



Federal Aviation Administration

Memorandum

Date: November 20, 2015

To: Aircraft Accident File TPA-ATCT-0161

From: Tampa Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N8615Z
Spring Hill, FL, September 18, 2015

This transcription covers the Tampa Airport Traffic Control Tower (ATCT) B DR position for the time period from September 18, 2015, 1110 UTC, to September 18, 2015, 1219 UTC.

Agencies Making Transmissions	Abbreviations
Regional Southwest Approach	RSW
Tampa Approach, East Departure	B
N8615Z, Cessna 206 Amphibian	N8615Z
Tampa Approach, South Satellite	S

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N8615Z.


R. Shane Goldman
Support Specialist
Tampa ATCT

1110
(1111-1139)
1140

1140:22 RSW tampa fort myers eight oh five line manual handoff

1140:23 B go ahead

1140:25 RSW hi three southwest of charo code four seven seven four he is a (unintelligible) code four seven four five is november eight six one five zulu

TPA-ATCT-0161
N8615Z

Page 2 of 4

1140:37 B eight six what was it

1140:38 RSW eight six one five zulu

1140:40 B one five zulu

1140:41 RSW cessna two zero six charo victor thirty five saint pete to
five seven fox lima

1140:49 B five he is i f r

1140:50 RSW yes i f r

1140:51 B and he is going to five seven foxtrot lima

1140:53 RSW yep

1140:56 B alright he is radar

1140:57 RSW thanks d b
1141

1141:17 N8615Z tampa approach staionair amphibian eight six one five zulu
four thousand with you

1141:25 B november eight six one five zulu tampa approach roger
ident tampa altimeter two niner eight two

1141:30 N8615Z two nine eight two ident one five zulu

1141:58 B november one five zulu ident observed tampa altimeter two
niner niner two verify the destination is five seven
foxtrot lima

1142:06 N8615Z affirmative five seven foxtrot lima one five zulu

1142:08 B november one five zulu roger

TPA-ATCT-0161
N8615Z

Page 3 of 4

1143

1144

1144:37 B november one five zulu what is your intentions for landing
at five seven foxtrot lima

1144:47 N8615Z that's lake keystone seaplane base and if uh the weather
allows me i will land on the lake if not then we will go
to my alternate one five zulu

1144:57 B november one five zulu roger and if you can't land there
where do you want to go

1145:01 N8615Z uh brooksville b k v

1145:03 B okay november one five zulu i'll have vectors up there

1145:08 N8615Z one five zulu

1146

1147

1147:34 S s through a when you get a chance

1147:38 B okay let's see i'm going to hand him off to you okay we
are north at tampa one left and right um roger four three
one six one four i believe srasota is one of the few that
is v f r at ninety five but i haven't gotten any pireps
on bases and tops reports a lot other places are i f r um
let's see for traffic four zero kilo i'm just going to
take him to the final he has the final over there and
i'll give him control so if you will just take a point
out

1148:11 S approved

1148:12 B medfly one is on a one sixty heading right now only he
needs direct to labell when able there is his strip right
there one five zulu is going to that seaport just north
of the airport my plan was to go on the east side now we
can just work him through since he has the other
airplanes he's not even on a heading right now he is
direct saint pete so whatever you want to do he is going
to try for the visual if not he will try to land at
brooksville and that is all your airplanes

TPA-ATCT-0161
N8615Z

Page 4 of 4

1148:44 S okay z r

1148:45 B c t
1149
(1150-1218)
1219

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 20, 2015

To: Aircraft Accident File TPA-ATCT-0161

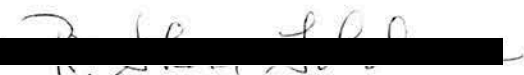
From: Tampa Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N8615Z
Spring Hill, FL, September 18, 2015

This transcription covers the Tampa Airport Traffic Control Tower (ATCT) S SR position for the time period from September 18, 2015, 1124 UTC, to September 18, 2015, 1236 UTC.

Agencies Making Transmissions	Abbreviations
Tampa Approach, South Satellite	S
N8615Z, Cessna 206 Amphibian	N8615Z

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N8615Z.


R. Shane Goldman
Support Specialist
Tampa ATCT

1124
(1125-1153)
1154
1154:50 S one five zulu tampa

1154:52 N8615Z one five zulu go

1154:54 S what part of lake keystone do you land on

1154:56 N8615Z uh depending on the wind i either land on the northwest section runway three two one four

TPA-ATCT-0161
N8615Z

Page 2 of 3

1155:03 S okay yeah no problem cause i live up in lake keystone area
i live in a subdivision there i hear you guys sometimes
in the morning but i can't figure where you guys land at

1155:13 N8615Z we try to land on the uh three two one four if you go to
lake keystone seaplane base dot com you get a good view
of the runways and the lake one five zulu

1155:24 S november one five zulu no problem i will be looking for
you guys next time i'm in my backyard looking for you

1155:30 N8615Z alright one five zulu
1156
1157
1157:30 S november one five zulu be advised tampa is showing five
hundred overcast at the tampa airport

1157:34 N8615Z uh roger one five zulu we'll get up to the lake and see if
we can make our minimum at lake keystone if not we'll go
to our alternate one five zulu

1157:43 S roger that

1157:50 S one of these days i'm going to stop by and see you guys

1157:53 N8615Z uh we would love you to do that go to lake keystone
seaplane base dot com it will give you my phone number
and email address give me a call what's your name

1158:01 S first name is tom and initials are z r i live in that lake
keystone subdivision just down to the (unintelligible) of
the lake

1158:09 N8615Z got you walk the dog there all the time one five zulu

1158:12 S alright i'll take a look at that and get the information
and one day when i take the kids for a bike ride i'll
stop by

TPA-ATCT-0161
N8615Z

Page 3 of 3

1158:17 N8615Z we would love you to do that we would give you a tour of
the plane the lake and take you for a boat ride or plane
ride your choice one five zulu

1158:25 S i'm there

1158:28 N8615Z alright tom
1159
1200

1200:16 S november one five zulu i just talked to the next
controller the plan is to take you guys just to the west
of tampa then start a descent just west of tampa instead
of going all the way around saint pete so expect a
transition just west of tampa and straight to lake
keystone

1200:29 N8615Z one five zulu
1201
(1202-1203)
1204

1204:50 S november eight six one five zulu you have a good day
contact approach on eighteen point eight and i'll look
you guys up see you later guys

1204:54 N8615Z eighteen one eight one five zulu

1204:58 S eighteen point eight

1205:00 N8615Z eighteen point eight have a great day thanks for the help
one five zulu
1206
(1207-1235)
1236

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 20, 2015

To: Aircraft Accident File TPA-ATCT-0161

From: Tampa Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N8615Z
Spring Hill, FL, September 18, 2015

This transcription covers the Tampa Airport Traffic Control Tower (ATCT) D DR position for the time period from September 18, 2015, 1135 UTC, to September 18, 2015, 1328 UTC.

Agencies Making Transmissions	Abbreviations
N8615Z, Cessna 206 Amphibian	N8615Z
Tampa Approach, West Departure	D
Tampa Tower, Local Control	LC
Brooksville Florida Federal Contract Tower	BKV

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N8615Z.


R. Shane Goldman
Support Specialist
Tampa ATCT

1135
(1136-1204)
1205

1205:15 N8615Z tampa approach stationair amphibian eight six one five zulu four thousand with you

1205:20 D stationair three six uh correction eight six one five zulu tampa approach roger i'll get you turned north bound here once you're west of the finals at tampa

1205:27 N8615Z uh repeat please one five zulu

TPA-ATCT-0161
N8615Z

Page 2 of 10

1205:29 D one five zulu i'll get you going north bound once you get west of the final approach courses here at tampa

1205:33 N8615Z thanks one five zulu
1206
(1207-1208)
1209

1209:10 D november eight six one five zulu turn right heading three six zero

1209:12 N8615Z three six zero one five zulu
1210

1210:39 D november one five zulu i'm not sure what the bases and tops are doing over there in the keystone area i just know tampa and pretty much saint pete area the bases are about five hundred and the tops were about a thousand

1210:52 N8615Z okay when we get up there we'll have to take a closer look at it and will make a decision whether to go to brooksville or should we put it on the lake one five zulu

1210:59 N8615Z one five zulu roger that
1212
1213

1213:43 LC this is local

1213:44 D hey do you have any departures anytime soon

1213:46 LC uh no

1213:47 D you see to the southwest there that's eight uh one five zulu

1213:50 LC yeah

1213:52 D i'm going to take him across the top of tampa he lands at keystone area up there i'm going to try to get him down to sixteen hundred feet right across tampa see if he can get it in sight if not i'll get him out to the west

TPA-ATCT-0161
N8615Z

Page 3 of 10

1214:01	LC	okay yeah i got nothing
1214:02	D	okay
1214:03	LC	but looking to the north man it's pretty socked in
1214:04	D	yeah i told him that okay i'm just going to send him across tampa see if he can get it if not i'll take him out west
1214:08	LC	okay i'll let you know if i get anything
1214:10	D	okay j b
1214:14	D	november one five zulu you can precede direct to five seven f l
1214:17	N8615Z	direct five seven f l one five zulu
1214:19	D	november one five zulu descend and maintain three thousand
1214:30	N8615Z	three thousand one five zulu
1214:45	D	november eight six one five zulu descend and maintain three thousand
1214:50	N8615Z	three thousand one five zulu
1215		
1216		
1216:01	D	november eight six one five zulu continue your descent descend and maintain two thousand six hundred
1216:04	N8615Z	two thousand six hundred one five zulu
1217		
1217:12	N8615Z	tampa approach one five zulu two thousand six hundred
1217:17	D	november eight six one five zulu descend and maintain one

TPA-ATCT-0161

N8615Z

Page 4 of 10

thousand six hundred

1217:21 N8615Z one thousand six hundred one five zulu

1218

1219

1219:50 N8615Z tampa approach one five zulu one thousand six hundred

1219:52 D november one five zulu roger lowest i can do for now is one thousand six hundred it's the minimum vectoring altitude in that area just let me know if you can get the field in sight up there

1220:01 N8615Z roger one five zulu

1221

1222

1222:39 D stationair one five zulu say flight conditions

1222:41 N8615Z flight conditions i've got broken at about one thousand uh below me uh i'm uh one point five from lake keystone seaplane base i would like to try to see if i know what the bottoms are on this reported but i'd like to see if i could get through this cloud layer at about six hundred and take a peak one five zulu

1223:02 D one five zulu i can't do that you being i f r the best i can give you is one thousand six hundred for now and if you can just maneuver around the area and see if you see a hole to get down inside or what not but other than that i can't do much for you

1223:12 N8615Z looking for a hole one five zulu

1224

1224:01 LC d local

1224:02 D d

1224:03 LC i've got a departure are we good to go with that one five zulu

1224:07 D uh he's go he's messing around up there who is it who you got

TPA-ATCT-0161
N8615Z

Page 5 of 10

1224:09	LC	i would say it's a falcon jet
1224:12	D	falcon jet
1224:13	LC	normal departure
1224:14	D	uh yeah normal departures
1224:15	LC	okay f g
1224:17	D	j b
1225		
1226		
1226:38	D	november eight six one five zulu low altitude alert check altitude immediately the minimum vectoring altitude in the area is one thousand six hundred
1226:44	N8615Z	one thousand six hundred i had found a little hole here which closed up on me i'm looking one uh one five zulu
1226:50	D	one five zulu roger
1227		
1228		
1229		
1229:13	D	november one five zulu say flight conditions now
1229:24	D	november eight six one five zulu say flight conditions
1229:28	N8615Z	one five zulu repeat
1229:30	D	one five zulu say flight conditions
1229:32	N8615Z	flight conditions i've got broken i'm starting to get a couple of holes here uh i've still got broken about twelve hundred but i'm starting to see uh some clouds here through it i'm going to make a turn for one eighty here looks like it was a good place that i can get through this and uh land at keystone one five zulu

TPA-ATCT-0161
N8615Z

Page 6 of 10

1229:52 D one five zulu roger have to give you advisories cause you are on an i f r plan the lowest i can have you is at one thousand six hundred with you being on the i f r plan so uh other than that i can't do much for you getting down lower for the airport

1230:06 N8615Z i'm going to circle here at one thousand six hundred and look for a hole one five zulu

1230:10 D one five zulu just let me know if you can pick up enough to get the airport in sight for approach and what not but other than that i've got to keep you up at one thousand six hundred

1230:18 N8615Z we're with you at one thousand six hundred one five zulu

1230:56 N8615Z tampa approach one five zulu i've got a good opportunity here so i'm going to circle and uh i believe i've got good clearance here for getting below this cloud layer one five zulu

1231:08 D november eight six one five zulu roger advise if you pick up the seaport insight

1231:12 N8615Z one five zulu

1231:14 D one left and right instruments you are the final four thirty six for the fourteen they have automatics here tampa has three ten headings normal feeds to the arrivals new business not talking to him yet these guys are gone new business here on the rnav looking for an i l s i'm sorry on the arrival looking for an i l s to one left him be careful i've given him this probably a series of advisories to stay at sixteen hundred feet he has been trying to drop low and get a little hole in there but he is still i f r i've tried to hint to him three times just cancel and go down and do what you want to do and if you have to come back out come back out but keep and keep an eye on him he is circling above keystone airpark or the um the seabase he's trying to find a good little area to try to descend into the airport and uh seabase land over there if not his alternate is clearwater not sure if it's clearwater airpark or international and that's all you

TPA-ATCT-0161
N8615Z

Page 7 of 10

1232 got

1232:38 D november one five zulu check your altitude immediately the minimum descent altitude there is one thousand six hundred

1232:43 N8615Z one five zulu i do have keystone seaplane base in sight i got a broke out i've got an area of broken clouds here and i'm descending i've got keystone in sight one five zulu

1233:00 D one five zulu you're cleared for a visual approach to the keystone airport report canceling your i f r

1233:05 N8615Z cancel i f r visual approach one five zulu

1233:09 D is that a cancellation are you cancelling your i f r

1233:11 N8615Z cancelling my i f r one five zulu

1233:13 D one five zulu cancellation received change to advisories to keystone good day

1233:17 N8615Z one five zulu
1234
(1235-1237)
1238

1238:51 N8615Z tampa approach eight six one five zulu

1238:54 D eight six one five zulu tampa approach

1238:56 N8615Z eight six one five zulu i was unable to land i'm at uh i would like to go to my open a flight plan to brooksville and uh fly i l s nine approach to land one five zulu

1239:09 D eight six one five zulu squawk zero one three three maintain v f r

1239:13 N8615Z zero one three three maintain v f r

TPA-ATCT-0161
N8615Z

Page 8 of 10

1239:48 N8615Z ident one five zulu
1240

1240:22 D november one five zulu radar contact one five miles
southwest of brooksville cleared to hernando county via
radar vectors fly heading of uh three four zero vectors i
l s runway nine approach maintain two thousand and advise
when you get the automated weather

1240:37 N8615Z three four zero uh two thousand one four zulu uh one five
zulu
1241

1241:22 D november one five zulu reset your transponder squawk zero
two seven six

1241:24 N8615Z zero two seven six one five zulu with weather

1241:53 D one five zulu what type aircraft are you

1241:55 N8615Z stationair two oh six slash g and amphibian

1241:59 D thank you
1242
(1243-1246)
1247

1247:38 D one five zulu fly heading three six zero

1247:41 N8615Z three six zero one five zulu
1248

1248:57 D november one five zulu fly heading zero six zero to join
the localizer

1249:01 N8615Z zero six zero to join the localizer one five zulu

1249:05 D brooksville tampa inbound

1249:15 BKV brooksville

1249:16 D ten to the west november eight six one five zulu cessna
two zero six i l s runway niner approach

TPA-ATCT-0161
N8615Z

Page 9 of 10

1249:23 BKV j m

1249:24 D p s

1249:35 D november one five zulu you are five miles from ebels
maintain two thousand till established on the localizer
cleared i l s runway niner approach brooksville airport

1249:44 N8615Z two thousand until established uh by ebels cleared i l s
nine approach one five zulu

1250
1251
1251:19 D one five zulu radar services terminated contact
brooksville tower one one eight point five five good day

1251:23 N8615Z one one eight five five thanks for your help one five zulu
1252
(1253-1254)
1255
1255:23 D brooksville tampa low altitude alert november eight six
one five zulu

1255:25 BKV say again for brooksville

1255:26 D low altitude alert november eight six one five zulu

1255:31 BKV uh one five zulu has not reported ebels yet

1255:34 D he is way past ebels he's about a mile final now

1255:41 BKV i'll see if i can see him out there

1255:42 D low altitude alert
1256

1256:44 BKV i don't have one five zulu on frequency anymore do you
still see him there

1256:46 D negative he dropped off the scope about a mile final he's
not on your runway

TPA-ATCT-0161
N8615Z

Page 10 of 10

1256:52 BKV no sir he is not

1256:54 D okay alright you might want you might want to call crash
crew he had a low altitude alert and dropped off

1257:00 BKV did he indicate any kind of difficulty with you

1257:03 D negative

1257:04 BKV j m
1258
(1259-1327)
1328

End of Transcript
