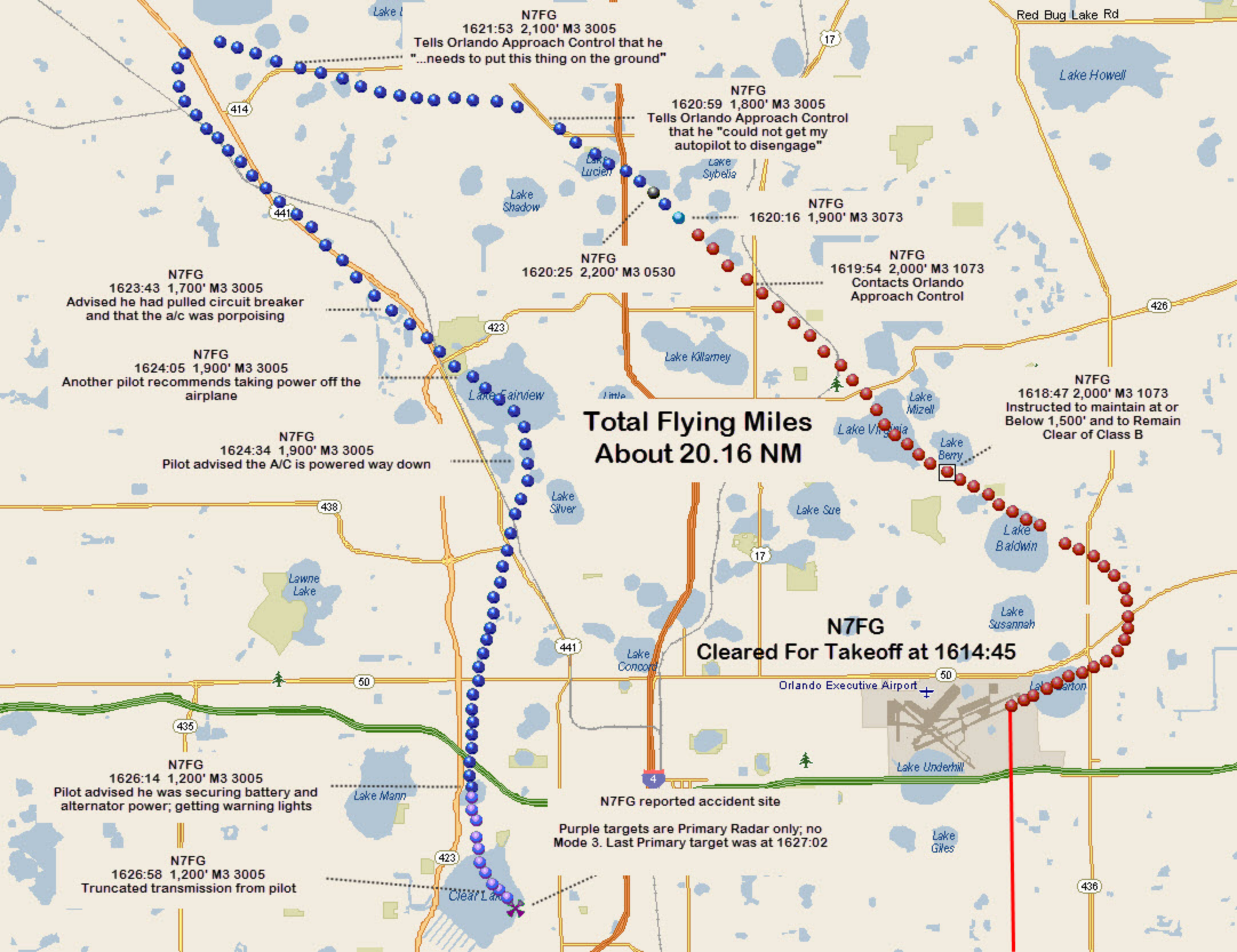




N7FG  
1621:53 2,100' M3 3005  
Tells Orlando Approach Control that he  
"...needs to put this thing on the ground"

N7FG  
1620:59 1,800' M3 3005  
Tells Orlando Approach Control  
that he "could not get my  
autopilot to disengage"

N7FG  
1620:16 1,900' M3 3073

N7FG  
1619:54 2,000' M3 1073  
Contacts Orlando  
Approach Control

N7FG  
1620:25 2,200' M3 0530

N7FG  
1623:43 1,700' M3 3005  
Advised he had pulled circuit breaker  
and that the a/c was porpoising

N7FG  
1624:05 1,900' M3 3005  
Another pilot recommends taking power off the  
airplane

N7FG  
1624:34 1,900' M3 3005  
Pilot advised the A/C is powered way down

N7FG  
1618:47 2,000' M3 1073  
Instructed to maintain at or  
Below 1,500' and to Remain  
Clear of Class B

**Total Flying Miles  
About 20.16 NM**

**N7FG  
Cleared For Takeoff at 1614:45**

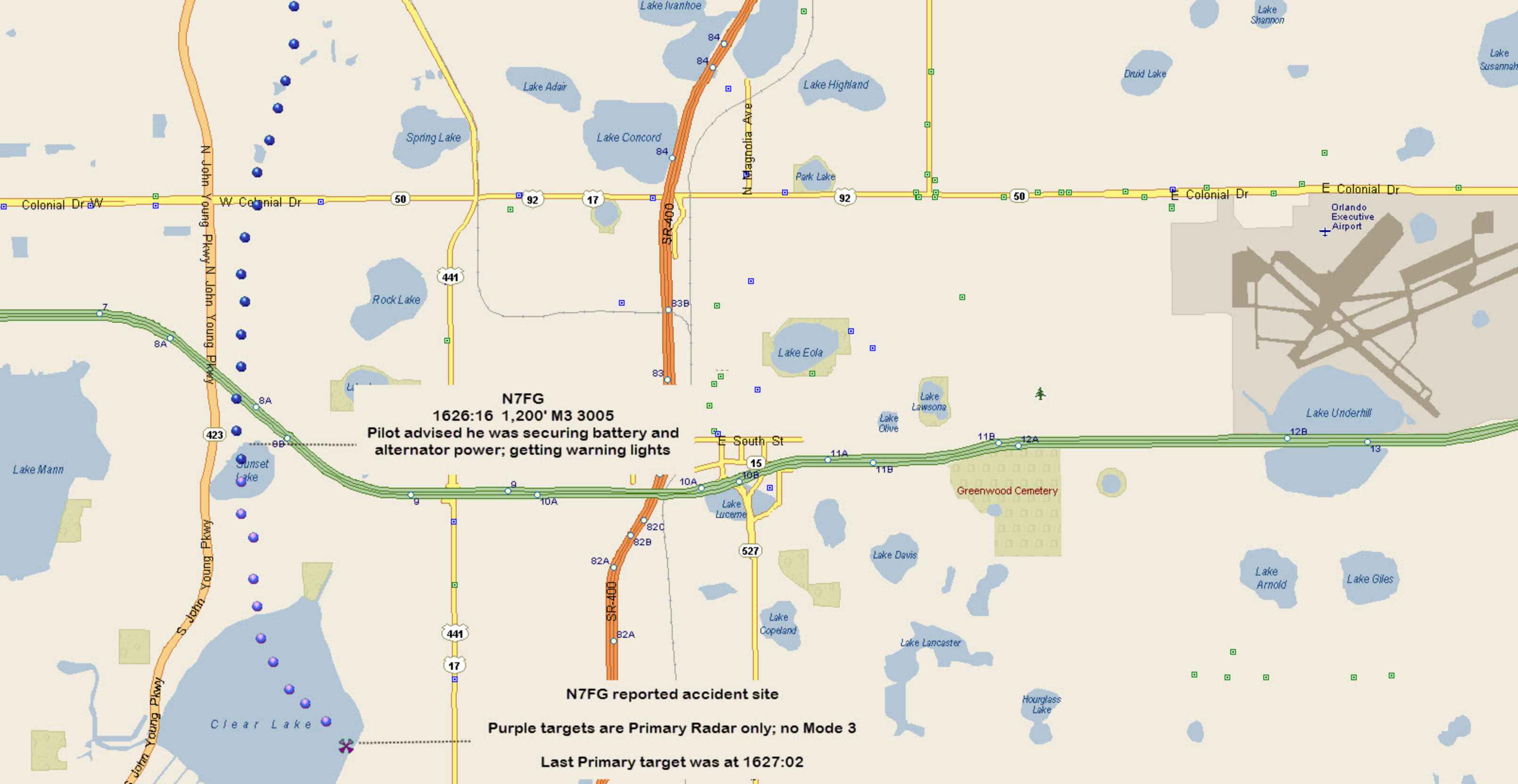
N7FG  
1626:14 1,200' M3 3005  
Pilot advised he was securing battery and  
alternator power; getting warning lights

N7FG  
1626:58 1,200' M3 3005  
Truncated transmission from pilot

Purple targets are Primary Radar only; no  
Mode 3. Last Primary target was at 1627:02

N7FG reported accident site

Orlando Executive Airport



**N7FG**  
**1626:16 1,200' M3 3005**  
**Pilot advised he was securing battery and**  
**alternator power; getting warning lights**

**N7FG reported accident site**

**Purple targets are Primary Radar only; no Mode 3**

**Last Primary target was at 1627:02**