

AIRCRAFT ACCIDENT PACKAGE

TLH-ATCT-0116

N77BP, HXB

December 18, 2015, 0044 UTC

Destroy: June 18, 2018 UTC

FAA Form 8020-6, Report of Aircraft Accident

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE March 1, 2016	REPORT NO. TLH-ATCT-0116				
		NAME OF REPORTING FACILITY Tallahassee ATCT (TLH)					
REPORT OF AIRCRAFT ACCIDENT							
1. AIRCRAFT IDENTIFICATION AND TYPE N77BP, HXB		2. DATE/TIME OF ACCIDENT (UTC) December 18, 2015: 0044 UTC					
		3. LOCATION OF ACCIDENT (MANDATORY) Perry, FL: 14 NM North of Perry-Foley Airport, Perry, FL LATITUDE/LONGITUDE (OPTIONAL) N30 38 54.7000 W083 48 06.5200					
4. NATURE OF ACCIDENT Aircraft crashed en route.		5. TYPE OF FLIGHT VFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	James Swiggart	Pilot	Meridian, MS			X	
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT 1	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 1		
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Unknown				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT PERRY FOLEY METAR - 0035 UTC: automated, wind one five zero at five knots, visibility one zero statute miles, ceiling seven hundred broken, one thousand seven hundred overcast, temperature two three, dew point two one, altimeter two nine eight seven						
	FIRST REPORT SUBSEQUENT TO ACCIDENT PERRY FOLEY METAR - 0055 UTC: automated, wind one four zero at four knots, visibility one zero statute miles, ceiling five hundred broken, one thousand five hundred broken, two thousand one hundred overcast, temperature two three, dew point two one, altimeter two nine eight seven						
12. A TO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS		
	Adam M. Cohen *(AC)	TLH ATCT	RE AP				
	David R. Blum (DD)	TLH ATCT	RCIC SI				
	Erwin D. Beavers (EB)	TLH ATCT	N-A FR				
*OPERATING INITIALS							
13. SIGNATURE OF INVESTIGATOR Ronald G. Fisher							

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N77BP

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 23, 2015	REPORT NO. TLH-ATCT-0116
	NAME OF REPORTING FACILITY Central Florida TRACON (F11)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 18, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

12/17/15

2306 N77BP called Central Florida TRACON (F11), Satellite Radar Disney (STD) position for Visual Flight Rules (VFR) flight following. STD gave N77BP a beacon code. N77BP read back correctly.

2307 STD radar identified N77BP and issued traffic. N77BP advised traffic in sight. N77BP advised that Tallahassee (TLH) Airport was his destination and he would be deviating for weather.

2308 STD instructed N77BP to maintain at or below 2,500 feet and issued a new code for further flight following. N77BP read back correctly. N77BP advised he would like to remain at 2,500 feet. STD acknowledged.

2311 STD did a manual handoff with Jacksonville Airport Traffic Control Tower (JAX). JAX accepted radar contact on N77BP.

2312 STD switched N77BP's frequency to JAX. N77BP read back correctly.

 No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 14, 2016

REPORT NO

TLH-ATCT-0116

NAME OF REPORTING FACILITY

Jacksonville ATCT (JAX)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

December 18, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

12/17/15

- 2311 Central Florida Large Tracon (F11) manually handed off N77BP beacon code 5564 to Jacksonville ATCT Vitts Radar (V) for Visual Flight Rules (VFR)/Flight Following (FF) to Tallahassee, FL (TLH).
- 2312 N77BP checked in on frequency with Jacksonville Airport Traffic Control Tower (JAX), Vitts sector (V) and reported VFR at 2500 feet. JAX V acknowledged and issued N77BP the Ocala altimeter setting 29.89.
- 2319 JAX V instructed N77BP to squawk code 4263. N77BP acknowledged and complied.
- 2323 JAX V instructed N77BP to squawk code 4260. N77BP acknowledged and complied.
- 2324 JAX V issued weather information to N77BP. N77BP acknowledged and advised that he would deviate to the north around the precipitation.
- 2333 JAX V instructed N77BP to change to frequency 118.17. N77BP acknowledged and complied. N77BP reported that he was in VFR conditions and would fly at 2500 feet.
- 2335 JAX V instructed N77BP to fly heading 360. N77BP acknowledged and complied. JAX V advised N77BP of the weather conditions along his route of flight.
- 2337 JAX V instructed N77BP to contact JAX on frequency 124.9. N77BP acknowledged.
- 2338 N77BP checked in with JAX Satellite Radar (S) and reported VFR at 2500 feet. JAX S acknowledged and issued the Jacksonville altimeter 29.86. N77BP acknowledged.
- 2347 JAX S instructed N77BP to contact Jacksonville Air Route Traffic Control Center (ZJX) on frequency 125.37. N77BP acknowledged the frequency change.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 27, 2016

REPORT NO.

TLH-ATCT-0116

NAME OF REPORTING FACILITY

Jacksonville ARTCC (ZJX)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 18, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

12/17/15

2348 N77BP checked on frequency with ZJX Taylor Radar Sector (R77) at 2200 feet VFR and the transmission was blocked by SWA1821 also checking on. R77 did not acknowledge.

2349 N77BP checked on frequency at 2500 feet VFR. R77 acknowledged.

12/18/15

0003 R77 received the broadcast for Hazardous Weather Information, Miami Center Weather Advisory 102 available.

0008 R77 provided N77BP of moderate precipitation scattered for the next ten miles. N77BP acknowledged transmission and advised he was deviating a little to the north. R77 acknowledged the deviation.

0009 N77BP contacted R77 and stated they were changing their destination to Thomasville Regional Airport, Georgia (TVI) because they have a little better weather up there. R77 acknowledged the destination change and stated they would show TVI as the new destination.

0014 R77 instructed N77BP to contact Valdosta Approach on 126.6. N77BP acknowledged and correctly read back the approach control and frequency.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

March 01, 2016

REPORT NO.

TLH-ATCT-0116

NAME OF REPORTING FACILITY

Tallahassee ATCT (TLH)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 18, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0033 Valdosta Approach (VAD) attempted to handoff N77BP, Tallahassee Approach (TLH) East Radar (RE) requested position and altitude verification of N77BP. RE was unable to establish radar contact and requested VAD to continue inbound. VAD elected to terminate radar service and instructed N77BP to contact TLH.
- 0038 RE attempted to contact N77BP with no response.
- 0041 N77BP called TLH. RE advised N77BP that he was barely readable and requested that N77BP attempt contact again in a few miles.
- 0043 N77BP called TLH declaring an emergency. N77BP reported being in instrument meteorological conditions (IMC) at one thousand five hundred feet and that his aircraft was not equipped for instrument flight rules flight (IFR). RE called VAD to advise them that N77BP was in IMC declaring an emergency. RE stated that he was unable to provide any service and asked VAD if they could re-identify N77BP.
- 0044 RE attempted to contact N77BP with no response. VAD requested RE to have N77BP contact VAD. RE attempted again to contact N77BP with the frequency change but got no response. RE attempted to contact N77BP on guard frequency 121.5 with no response.
- 0045 VAD called RE to advise that N77BP had dropped off the radar and that they had been unable to contact N77BP.
- 0046 RE requested ASQ4947 to attempt to relay the VAD frequency to N77BP. ASQ4947 got no response.
- 0047 RE notified Jacksonville ARTCC (ZJX) Sector 28 that TLH had lost contact with N77BP and requested that Sector 28 attempt to contact N77BP.
- 0048 RE requested FDX3032 to attempt to contact N77BP and relay the VAD frequency to N77BP. FDX3032 got no response.
- 0052 TLH Radar Controller In Charge (RCIC) advised an unidentified person on the 819 line to ZJX that VAD was working N77BP.

No More Follows



Federal Aviation Administration

Memorandum

Date: March 01, 2016

To: Aircraft Accident File TLH-ATCT-0116

From: Tallahassee Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N77BP
Perry, FL, December 18, 2015

This transcription covers the Tallahassee Airport Traffic Control Tower (ATCT) RE AP position for the time period from December 18, 2015, 0003 UTC, to December 18, 2015, 0139 UTC.

Agencies Making Transmissions	Abbreviations
Valdosta RAPCON	VAD
Tallahassee Approach East Radar	TLH
N77BP, Van's Aircraft RV4	N77BP
ATLANTIC SOUTHEAST AIRLINES (ATLANTA, GA), ASQ4947	ASQ4947
Unknown	UNK
Jacksonville ARTCC Tallahassee Low Sector	R28
FEDERAL EXPRESS CORPORATION (LITTLE ROCK, AR), FDX3032	FDX3032

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N77BP.


Roberto Aguilera
Support Specialist
Tallahassee ATCT

0003
(0004-0032)

0033
0033:19 VAD tallahassee approach valdosta seventy six line handoff

0033:24 TLH tallahassee i need a position altitude verification on seven bravo papa

0033:27 VAD about uh one five miles south east of greenville
approximately one thousand feet

0033:33 TLH uhm *(alright) seven bravo papa non arts track approved
you can keep him flashing we probably won't get a good
hit on him for another ten to fifteen miles

0033:40 VAD okay i just had uh we you want us to terminate keep
terminate him on that squawk and we'll ship him to you

0033:44 TLH that'll work a c

0033:45 VAD alright (unintelligible)
0034
(0035-0037)
0038

0038:44 TLH november seven seven bravo papa tallahassee approach
0039
0040
0041

0041:13 N77BP approach seven seven bravo papa how do you read

0041:18 TLH november seven seven bravo papa tallahassee approach have
you just readable try me again in about uh *(maybe about)
ten miles

0041:24 N77BP (unintelligible) to uh i f r

0041:28 TLH november seven bravo papa you're coming in very weak try
me again in a few miles

0041:33 N77BP seven seven bravo papa wilco
0042

0042:49 N77BP seven seven bravo papa declaring emergency

0042:53 TLH november seven bravo papa you said you're declaring an
emergency
0043

0043:01 TLH november seven seven bravo papa tallahassee approach

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0043:07 TLH november seven seven bravo papa tallahassee approach

0043:10 N77BP approach seven seven bravo papa

0043:12 TLH november seven seven bravo papa you said you're declaring an emergency

0043:15 N77BP uh affirm sir uh uhm currently one thousand five hundred feet i f r and uh i gotta be honest sir my airplane is not capable of i f r

0043:26 TLH (unintelligible) seven bravo papa you said you're in i f r conditions

0043:28 N77BP affirm sir

0043:31 TLH valdosta tallahassee

0043:34 VAD (unintelligible)

0043:35 TLH hey that seven bravo papa you gave me he says he's in i f r conditions he wants to declare an emergency uh i really can barely read him you guys have a frequency i can give him to you guys on

0043:43 VAD (unintelligible)

0043:44 TLH he says his airplane is not i f r capable

0043:46 VAD he's not i f r capable

0043:47 TLH yeah

0043:48 VAD yeah you can put him on uh wh where's he going yeah it looks like

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N77BP

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0043:52 TLH he was trying to come here but it looks like he's turned around we're barely keeping him on radar so i really can't provide him any service

0044

0044:04 VAD uh (unintelligible) stand by we'll call (unintelligible) taylor

0044:07 TLH alright a c

0044:09 TLH november seven bravo papa tallahassee approach

0044:13 VAD hey uh tallahassee approach just ship him to me and then i'll talk to taylor

0044:16 TLH alright twenty two six

0044:17 VAD twenty two six yes

0044:18 TLH alright i'll see if i can get him a c

0044:19 VAD alright *(b a)

0044:20 TLH november seven bravo papa tallahassee approach

0044:24 TLH november seven bravo papa you can try valdosta approach now one two six point six twenty six six november seven bravo papa

0044:36 TLH november seven seven bravo papa tallahassee approach on guard if you hear this change frequency to valdosta approach one two six point six november seven seven bravo papa one two six point six

0044:44 VAD tallahassee approach valdosta seventy six

0044:48 TLH tallahassee

0044:49 VAD uh he uh dropped off are you talking to him

0044:52 TLH no i can't get ahold of him

0044:53 VAD yeah he dropped off the radar

0044:54 TLH *(alright) he dropped off my radar too uhm

0044:56 VAD *(alright)

0044:57 TLH i'm trying to get ahold of him see i tried can you broadcast on guard over on your frequency i can't get ahold of him

0045:02 VAD (unintelligible)

0045:02 TLH i got a acey in the airspace i'll try and see if he can relay a message

0045:06 VAD okay we'll go on guard too

0045:07 TLH a c

0045:08 TLH acey forty nine forty seven can you relay a message to a november seven seven bravo papa uh *(just) if you can hear this (unintelligible) contact one two six point six

0045:18 ASQ4947 yeah uhm november seven zero papa papa contact uh valdosta approach on can you say that frequency to me again a t c

0045:28 TLH it's seven se seven bravo papa and twenty six six seven seven bravo papa to twenty six six

0045:35 ASQ4947 right seven seven bravo papa to one two six point six valdosta approach acey forty nine forty seven

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0045:49 UNK seven seven bravo papa copy this contact valdosta approach
on one twenty six point six
0046
0046:01 UNK seven seven bravo papa if you copy contact valdosta
approach on one twenty six point six
0046:22 TLH acey forty nine forty seven you can turn right heading one
eight zero *(did) you get any response on that uh call
0046:28 ASQ4947 negative
0046:30 TLH you said no response
0046:31 ASQ4947 correct no response for uh seven seven bravo papa
0046:35 TLH november seven seven bravo papa tallahassee approach how
do you hear
0046:40 VAD tallahassee approach valdosta seventy six
0046:43 TLH tallahassee
0046:43 VAD did you get ahold of him
0046:44 TLH i still can't get ahold of him
0046:46 VAD are you doing the coordinations for uh
0046:50 TLH uh let me let me call the center and
0046:52 VAD alright (unintelligible)
0046:53 TLH alright a c
0046:56 TLH tallahassee low tallahassee
0047

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N77BP

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0047:03 TLH tallahassee low tallahassee

0047:08 R28 tallahassee

0047:09 TLH hey did you hear from a november seven seven bravo papa

0047:12 R28 i did not

0047:13 TLH okay he

0047:13 R28 *(well) how long ago was i supposed to hear from him

0047:15 TLH uhm you weren't but uh i was just seeing he was in my airspace uh valdosta terminated him and tried to put him on me uhm i can't get ahold of him he was declaring an emergency said he got into i f r conditions he's not i f r capable i lost radios with him uhm he was about ten southeast of greenville *(can) you just see if you can get ahold of him

0047:33 R28 what's his call sign again

0047:34 TLH seven seven bravo papa

0047:36 R28 roger (unintelligible)

0047:37 TLH a c
0048

0048:13 TLH affirm that's the altimeter two niner eight four and fedex thirty thirty two if you can relay a message to november seven seven bravo papa on this frequency see if you can get ahold of him november seven seven bravo papa if you do tell him to contact valdosta approach on one two six point six

0048:29 FDX3032 will do

0048:42 TLH fedex thirty thirty two you can go ahead with that relay

now please

0048:45 FDX3032 okay november seven seven bravo papa november seven seven
bravo papa fedex thirty thirty two over

0048:58 FDX3032 you want him on one two six point six is that right

0049:01 TLH fedex thirty thirty two affirm were you able to get ahold
of him

0049:03 FDX3032 no he didn't answer i'll try one more time november seven
seven bravo papa fedex three zero three two over

0049:13 FDX3032 sorry no answer

0049:30 UNK in the blind in the blind if uh november seven seven bravo
papa hears this transmission push to valdosta one two six
decimal six

0049:46 R28 tallahassee tallahassee

0049:51 TLH tallahassee

0049:52 R28 hey i never got ahold of uh that seven seven bravo papa
did you find him

0049:54 TLH uh no we haven't gotten able to get ahold of him uh i'm
not sure what happened to him valdosta was trying to get
ahold of him uh we might need to call your sups desk and
start the (unintelligible) procedures

0050:06 R28 *(alright) sounds good
0051

0051:29 TLH valdosta uh south tallahassee

0051:33 VAD valdosta

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0051:35 TLH hey did you ever get ahold of that seven seven bravo papa

0051:36 VAD no we couldn't get ahold of him we tried him on guard and we had a aircraft try to get him and (unintelligible)

0051:40 TLH (unintelligible) yeah we tried the same same *(we're uh we'll) start the process now and look for him

0051:46 VAD alright (unintelligible)

0051:48 UNK did valdosta terminate him before you (unintelligible)

0051:50 TLH they said they were going to terminate him so they better have

0051:56 TLH and valdosta south tallahassee

0051:58 VAD valdosta

0051:59 TLH hey you guys terminated him at the boundary right

0052:01 VAD yes we did

0052:02 TLH alright thanks a c

0052:02 VAD (unintelligible)

0053
(0054-0107)
0108

0108:42 TLH valdosta south tallahassee

0108:44 VAD valdosta

0108:45 TLH hey just wanted to make sure you never got ahold of that seven seven bravo papa correct

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N77BP

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0108:48 VAD negative

0108:50 TLH alright we're calling the center and everybody now

0108:52 VAD (unintelligible)

0108:53 TLH a c

0109

(0110-0138)

0139

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.
