

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 08, 2016	REPORT NO MOB-ATCT-0075
	NAME OF REPORTING FACILITY Baton Rouge ATCT (BTR)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT

February 02, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0032 CAP184 made the initial call to Baton Rouge Approach. Approach Control issued a transponder code and advised the aircraft to maintain VFR.

0034 Baton Rouge Approach Control established RADAR contact with CAP184 and issued the IFR clearance.

0035 Baton Rouge Approach Control switched CAP184 to New Orleans Approach Control.

No More Follows



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

REPORT DATE

February 25, 2016

REPORT NO.

MOB-ATCT-0075

NAME OF REPORTING FACILITY

New Orleans Moisant ATCT (MSY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 02, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0035 CAP184 was handed off to New Orleans Approach Control from Baton Rouge Approach Control. CAP184 reported on frequency climbing to 7000 feet.
- 0057 CAP184 was handed off to and issued a frequency change to Gulfport Approach Control.

No More Follows



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

REPORT DATE

February 05, 2016

REPORT NO.

MOB-ATCT-0075

NAME OF REPORTING FACILITY

Gulfport ATCT (GPT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 02, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0058 CAP184 initial call, issued GPT altimeter, CAP184 acknowledged transmission.

0123 CAP184 issued contact MOB approach frequency one two one point zero, CAP184 acknowledged transmission.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 01, 2016	REPORT NO. MOB-ATCT-0075
	NAME OF REPORTING FACILITY Mobile ATCT (MOB)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 01, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

02/02/16

0125 Capflight (CAP) CAP184 called MOB ATCT East Radar (ER). ER responded with the altimeter setting. CAP184 stated he wanted to change his flight plan to mobile. ER issued an ifr clearance to mobile and told him to expect lower in three miles.

0126 ER issued CAP184 a descend to four thousand feet and fly heading zero four zero. CAP184 repeated what ER said. ER issued CAP184 a zero three zero heading. CAP184 ER instructions.

0131 ER asked CAP184 to verify if he had information juliett. CAP184 stated roger.

0132 ER asked CAP184 to fly heading one eight zero.

0133 CAP184 restated heading.

0135 ER issued approach clearance to CAP184. CAP184 repeated clearance.

0136 ER issued missed approach instructions. CAP184 repeated instructions and ER issued communications change to the tower.

0137 ER called MOB ATCT Local Position (LC) to relay the missed approach instructions given to CAP184. CAP called LC. LC issued runway visual range (RVR) and landing clearance. CAP184 acknowledged landing clearance.

0143 LC issued the wind and RVR.

0144 CAP184 stated he is going missed approach. LC issued control instructions and relayed information to ER. LC verified with CAP184 that he is flying runway heading and CAP184 stated affirmative. LC issued altitude two thousand and CAP184 restated altitude. ER called LC to ask what CAP184 was doing. LC stated he is runway heading two thousand

0145 LC asked CAP184 to verify he is climbing to two thousand feet. LC called ER to ask if he was talking to CAP184. LC stated CAP184 is NORDO and that they lost radar. LC continued attempting to call CAP184. LC then called FOAM40.

0158 LC called ER to ask the tail number of CAP184. LC wants ER to call flight service station to get the number of souls on board the aircraft

0200 ER contacts flight service station. Flight service station stated there are two persons on board CAP184.

No More Follows



Federal Aviation Administration

Memorandum

Date: March 04, 2016

To: Aircraft Accident File MOB-ATCT-0075

From: Mobile Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, CAP184
Mobile, AL, February 02, 2016

This transcription covers the Mobile Airport Traffic Control Tower (ATCT) ER AR position for the time period from February 02, 2016, 0055 UTC, to February 02, 2016, 0232 UTC.

Agencies Making Transmissions	Abbreviations
US AIR FORCE AUXILIARY/CIVIL AIR PATROL (RICHMOND, VA), CAP184	CAP184
Mobile ATCT East Radar	ER
Mobile ATCT Local Control	LC
Anniston Flight Service Station, AFSS	AFSS

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving CAP184.


Cynthia Norwood
Staff Support Specialist
Cynthia Norwood

0055
(0056-0124)
0125
0125:10 CAP184 mobile approach cap one eighty four

0125:13 ER capflight one eighty four mobile approach mobile mobile
altimeter two niner niner two

0125:17 CAP184 yes sir were at ah seven thousand we like want to change
our flight plan go ahead and make a landing at your
facility i l s one five

0125:34 ER capflight one eighty four roger your cleared to mobile regional airport via radar vectors and ah expect ah lower and ah vectors for that in about three miles

0125:45 CAP184 vectors in about three miles thank you
0126

0126:27 ER capflight one eighty four descend and maintain two thousand fly heading zero four zero

0126:33 CAP184 descend and maintain two thousand

0126:38 ER capflight one eighty four fly heading make the heading ah zero three zero

0126:42 CAP184 zero three zero two thousand
0127
(0128-0130)
0131

0131:16 ER capflight one eighty four verify information juliett mobile regional

0131:21 CAP184 roger cap one eighty four has juliett

0131:23 ER roger
0132

0132:57 ER capflight one eighty four fly heading zero five zero

0133:00 CAP184 zero five zero capflight one eighty four
0134
0135

0135:15 ER capflight one eighty four seven miles from cayat turn right heading one two zero maintain two thousand until established on the localizer cleared i l s runway one five approach

0135:24 CAP184 one two zero two thousand until established on the approached capflight one eight four
0136

0136:46 ER capflight one eight four in case of a missed fly runway heading maintain two thousand return this frequency

0136:52 CAP184 climbout runway heading two thousand cap one eight four

0136:52 ER capflight one eight four contact tower one one eight point three

0137:00 CAP184 unintelligible

0137:17 ER local east

0137:18 LC local

0137:19 ER capflight has runway heading in case he misses and he sounds a little shaken so just be careful with him

0138
(0139-0143)
0144

0144:46 ER local east

0144:47 LC local

0144:48 ER what's the capflight doing

0144:49 LC he's going missed approach runway heading and climbing to two thousand

0144:52 ER alright looks like he's over the radar antennae

0144:54 LC thank you b h
0145

0145:39 ER capflight one eight four mobile approach

0145:42 LC east local

0145:43 ER east

0145:45 LC are you talking to capflight

0145:46 ER negative

0145:47 LC alright he's nordo and we've lost radar

0145:48 ER o k

0145:49 LC b h

0145:52 ER capflight one eight four mobile approach
0146
(0147-0157)
0158

0158:54 LC east local

0158:55 ER east

0158:56 LC do you have a tail number on that strip

0158:57 ER yeah its ah november seven eight four charlie papa

0159:00 LC o k can you call flight service and find out souls on board

0159:02 ER o k

0159:03 LC thanks b h

0159:04 ER f e

0159:29 AFSS (unitelligible) data

0159:30 ER i need to find number of personnel on board for a november seven eight four charlie papa i f r

0159:38 AFSS stand by one working

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0159:51 ER he is filed under capflight one eight four but his tail number is seven eight charlie papa

0159:57 AFSS k it looks like we have something one him lets see what was the other call sign

0200:08 ER november seven eight four charlie papa he was filed under capflight one eighty four

0200:30 AFSS two on board

0200:31 ER two personnel on board thank you

0200:33 AFSS was that was that um original flight plan back to mobile

0200:38 ER ah he was originally planning to land at brookley and he diverted to mobile

0200:45 AFSS oh that wasn't the original one o k i don't think i have his original flight plan

0200:48 ER o k

0200:49 AFSS unintelligible

0200:50 ER f e

0200:53 ER local east

0200:54 LC local

0200:56 ER flight service said two personnel on board

0201:00 LC two souls on board thanks and what was the tail number again

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CAP184

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0201:04 ER november seven eight four charlie papa cessna one eighty
two

0201:07 LC have g g call the tower when he gets in there

0201:08 ER o k

0201:09 LC b h

0202

(0203-0231)

0232

End of Transcript



Federal Aviation Administration

Memorandum

Date: March 04, 2016

To: Aircraft Accident File MOB-ATCT-0075

From: Mobile Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, CAP184
Mobile, AL, February 02, 2016

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0125
0125:10 CAP184 mobile approach cap one eighty four

0125:13 ER capflight one eighty four mobile approach mobile mobile
altimeter two niner niner two

0125:17 CAP184 yes sir were at ah seven thousand we like want to change
our flight plan go ahead and make a landing at your
facility i l s one five

0137:25 CAP184 mobile tower cap one eight four ah at two thousand for i l
s runway one five

0137:40 LC cap one eighty four mobile tower runway one five r v r two
thousand runway one five cleared to land

0137:49 CAP184 cleared to land cap one eight four
0138
(0139-0142)
0143

0143:02 LC wind one five zero at eight

0143:08 LC runway one five r v r two thousand two hundred
0144

0144:02 CAP184 capflight one eighty four missed

0144:03 LC capflight one eight four roger climb and maintain two
thousand and ah i believe they assigned you runway
heading

0144:10 CAP184 affirmative

0144:20 LC capflight one eight four climb and maintain two thousand

0144:42 CAP184 two thousand capflight one eighty four

0144:46 ER local east

0144:47 LC local

0144:48 ER what's the capflight doing

0144:49 LC he's going missed approach runway heading and climbing to
two thousand

0144:52 ER alright looks like he's over the radar antennae

0144:54 0145	LC	thank you b h
0145:02	LC	capflight one eight four verify you're climbing to two thousand feet
0145:35	LC	capflight one eighty four verify your climbing to two thousand
0145:39	ER	capflight one eight four mobile approach
0145:40	LC	capflight one eighty four mobile tower
0145:42	LC	east local
0145:43	ER	east
0145:45	LC	are you talking to capflight
0145:46	ER	negative
0145:47	LC	alright he's nordo and we've lost radar
0145:48	ER	o k
0145:49	LC	b h
0145:52	ER	capflight one eight four mobile approach
0145:54 0146	LC	capflight one eighty four mobile tower
0146:11	LC	capflight one eighty four mobile tower how do you hear me
0146:25	LC	capflight one eighty four mobile tower
0146:47 0147	LC	capflight one eighty four mobile tower

0147:13 LC capflight one eight four mobile tower how do you hear me
0148
(0149-0157)
0158
0158:54 LC east local

0158:55 ER east

0158:56 LC do you have a tail number on that strip

0158:57 ER yeah its ah november seven eight four charlie papa

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0159:57 AFSS k it looks like we have something one him lets see what was the other call sign

0200

0200:08 ER november seven eight four charlie papa he was filed under capflight one eighty four

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0200:30	AFSS	two on board
0200:50	ER	f e
0200:53	ER	local east
0200:54	LC	local
0200:56	ER	flight service said two personnel on board
0201:00	LC	two souls on board thanks and what was the tail number again
0201:04	ER	november seven eight four charlie papa cessna one eighty two
0201:07	LC	have g g call the tower when he gets in there
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0202
(0203-0231)
0232

End of Transcript
