



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

REPORT DATE

May 13, 2016

REPORT NO.

ZDC-ARTCC-0247

NAME OF REPORTING FACILITY

Charleston (SC) ATCT (CHS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 27, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1746 N22AM contacts CHS flight data/clearance delivery/ground control (FD/CD/GC) for clearance information and taxi instructions. CHS FD/CD/GC verifies receipt of ATIS information and issues VFR departure instructions.
- 1748 CHS FD/CD/GC issues taxi instructions to Runway 15 intersection departure at Taxiway E. N22AM acknowledges.
- 1751 CHS FD/CD/GC instructs N22AM to cross Runway 15. N22AM acknowledges.
- 1752 N22AM receives progressive taxi instructions from CHS FD/CD/GC. N22AM acknowledges each instruction.
- 1755 CHS FD/CD/GC advises N22AM of PIREP(s) indicating 700 foot bases.
- 1800 CHS LC initiates contact with N22AM and asks whether the pilot is IFR qualified. N22AM replies in the negative. CHS LC verifies pilot is departing VFR then clears N22AM for takeoff.
- 1801 CHS LC instructs N22AM to turn right fly heading 210 contact departure. N22AM acknowledges. N22AM attempts to contact CHS WEST.
- 1803 CHS WEST instructs N22AM to reset transponder. CHS WEST advises N22AM of displayed altitude, issues altimeter setting 3010 and RADAR contact. N22AM acknowledges. CHS WEST advises N22AM of areas of weather and asks if his instruments are working. N22AM's reply is unintelligible. CHS WEST instructs N22AM to maintain VFR and issues heading 360 for traffic.
- 1804 CHS WEST advises N22AM that he needs to be on a 320 heading to maintain distance from the final of Runway 15. N22AM advises CHS WEST of turn to 320 heading.
- 1805 CHS WEST verifies N22AM altitude climbing to.
- 1812 CHS WEST instructs N22AM to resume own navigation. N22AM acknowledges.
- 1815 CHS WEST advises N22AM that it appears he is eastbound, asks N22AM if he is avoiding clouds, and advises N22AM that Columbia Owens Field (CUB) is northwest of his position.
- 1817 CHS WEST advises Shaw Air Force Base RADAR Approach Control (SSC) of status of N22AM. CHS WEST instructs N22AM to contact SSC Approach. N22AM acknowledges.

No More Follows



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

REPORT DATE

May 03, 2016

REPORT NO

ZDC-ARTCC-0247

NAME OF REPORTING FACILITY

Florence ATCT (FLO)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

March 27, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1848 N22AM checked in with FLO Radar South (RS) position. RS position issued altimeter 30.11. N22AM read back altimeter correctly.
- 1903 RS position issued to N22AM to maintain VFR at or above 6,500 for crossing traffic at 6,000. N22AM acknowledged. RS position contacted Fayetteville (FAY) ATCT West position to give the information that N22AM was VFR at or above 6,500 for traffic. FAY acknowledged. RS position issued to N22AM to contact FAY on 127.8. N22AM acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 13, 2016	REPORT NO. ZDC-ARTCC-0247
	NAME OF REPORTING FACILITY Fayetteville (NC) ATCT (FAY)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 27, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1903 Fayetteville Approach Control (FAY) East Radar position (F) accepted an automated handoff from Florence Approach Control (FLO) on N22AM.

1904 FLO advised F that N22AM was assigned at or above 6,500 feet.

1905 N22AM checked in with F, F issued the FAY altimeter, verified altitude and had N22AM reset transponder code to 2153.

1908 F advised N22AM traffic was no factor, VFR altitudes were at his discretion.

1910 F requested flight conditions from N22AM for the tops reports.

1912 F told N22AM to remain above 4,000 feet to cross over R5311.

1925 F requested that N22AM state his flight conditions. N22AM replied clear and smooth. N22AM was changed to FAY frequency 125.17.

1926 N22AM reported on frequency 125.17. F advised N22AM to delete altitude restriction. N22AM responded with callsign.

1927 Raleigh Approach (RDU) accepted automated handoff of N22AM.

1928 F switched N22AM to RDU and to advise RDU of altitude.

1932 FAY Watch Supervisor (WS) answered RDU shout line. RDU asked if FAY had any good weather or visibility at any airports, and WS advises no. RDU advised that N22AM was having problems and to keep an eye on him.

1933 RDU called F and advised that N22AM had instrument problems and asked if there were any airports nearer than Raleigh Executive Jetport (TTA) and F replied no.

1934 F accepted an automated handoff on N22AM from RDU. RDU South Sector then advised F that N22AM had lost an engine and asked F if FAY had any airports that were VFR. F replied that there were not. FAY WS called RDU South and asked what N22AM was going to do. RDU replied N22AM has no instruments to do an approach and had lost an engine. RDU advised WS he will call him back.

1935 F broadcasted on 125.17 if N22AM was on frequency and no reply from N22AM. FAY WS called Pope Army Airfield Tower (POB) and asked if they were VFR. POB replied no.

1939 RDU advised FAY F that RDU was going to work N22AM and that N22AM had both engines back. F advised he observed N22AM go below radar coverage.

1940 N22AM radar data block reappeared on F radar scope.



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

REPORT DATE

May 13, 2016

REPORT NO.

ZDC-ARTCC-0247

NAME OF REPORTING FACILITY

Fayetteville (NC) ATCT (FAY)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 1941 F attempts automated handoff of N22AM's data tag, RDU accepts.
- 1942 Greensboro Approach Control (GSO) called F and advised RDU is trying to reach FAY.
- 1943 F called RDU and RDU asked F what Florence Approach's (FLO) weather was. FAY WS called FLO and obtained weather. FLO weather visibility was 7 miles ceiling 400 feet overcast. FAY advised RDU of weather.
- 1950 RDU called F and advised that N22AM was going to Columbia Airport (CAE) VFR. RDU then stated that N22AM was between layers and needed a lot of help. F told RDU that N22AM was radar contact.
- 1953 RDU called FAY and advised that N22AM could not take headings and needed No-Gyro turns if you turned him and that RDU was still working him to the west to avoid moderate weather. FAY advised RDU that via PIREP 5,500 feet was VFR to Richmond County Airport (RCZ).
- 1954 RDU advised FAY that they had a tops report of VFR at 7,500 feet north.
- 1959 RDU advised FAY they were going to keep N22AM climbing and that he was not on top yet and they were going to keep him until he was on top. RDU advised FAY that when FAY got N22AM he would not take headings. No gyro turns only and that they thought he was a low time pilot.
- 2006 RDU advised FAY that N22AM was going to continue north and that RDU was going to keep him.

No More Follows



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

REPORT DATE

April 06, 2016

REPORT NO.

ZDC-ARTCC-0247

NAME OF REPORTING FACILITY

Raleigh ATCT (RDU)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 27, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1929 N22AM contacted Raleigh North Departure Radar (N-DR). N-DR provided N22AM Raleigh altimeter 3018. N22AM acknowledged.
- 1931 N22AM advises Raleigh North Departure that he has an intermitten engine and requests help to the nearest airport. N-DR issues a vector for Raleigh Executive Jetport at Sanford Lee-County Airport (TTA).
- 1933 N22AM advises Raleigh North Departure that he has an engine out and needs to land somewhere. N-DR asks N22AM if he is IFR equipped and qualified. N22AM advises negative, the plane is not approved.
- 1935 N22AM advises Raleigh North Departure that his engines are both functioning again.
- 1936 Raleigh North Departure continues to provide vectors for Raleigh Executive Jetport (TTA) Airport.
- 1937 Raleigh North Departure begins to provide no-gyro vectors.
- 1946 Raleigh North Departure advises N22AM that the nearest airport with VFR conditions is Charleston airport in South Carolina (CHS).
- 1948 Raleigh North Departure tells N22AM that Columbia Airport in Columbia, South Carolina (CAE) is a better option. N-DR starts issuing no-gyro vectors for CAE.
- 2002 Raleigh North Departure establishes that he believes that N22AM has had a vacuum pump failure. N-DR advises N22AM to not pay attention to the altitude indicator or the directional gyro. N-DR advises to only use the turn coordinator.
- 2003 Raleigh North Departure advises N22AM that Lynchburg Airport (LYH) in Lynchburg Virginia is the best airport to fly to for VFR conditions now.
- 2005 Raleigh North Departure advises N22AM that Roanoke Airport (ROA) in Roanoke, Virginia is now the better option for VFR conditions. N-DR begins issuing no-gyro vectors for ROA.
- 2022 Raleigh North Departure hands off N22AM to Washington Center South Boston Sector. N-DR advises N22AM to contact Washington Center on Frequency one two four point zero five (124.05).

No More Follows



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

REPORT DATE

April 04, 2016

REPORT NO.

ZDC-ARTCC-0247

NAME OF REPORTING FACILITY

Greensboro ATCT (GSO)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 27, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1932 Raleigh approach control (RDU) calls Greensboro approach control (GSO) for weather conditions. Conditions are IFR.
- 1948 Fayetteville Approach control points out N22AM to GSO.
- 2001 RDU calls for weather conditions. GSO calls Charlotte approach control (CLT) for weather conditions at CLT and satellite airports. All IFR.
- 2005 RDU calls with emergency information on N22AM.
- 2039 GSO calls Washington ARTCC, South Boston Sector to advise last observed position of N22AM.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 10, 2016	REPORT NO. ZDC-ARTCC-0247
	NAME OF REPORTING FACILITY Washington ARTCC (ZDC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 27, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1938 Raleigh Approach (RDU ATCT) calls Washington ARTCC (ZDC) sector 22 to discuss N22AM, an aircraft in their airspace experiencing IFR conditions that was looking for an airport with VFR conditions.

1940 ZDC sector 22 (SBV) calls RDU ATCT with information about the weather conditions at the Greensboro, NC, Danville, VA, and Lynchburg, VA airports.

2003 RDU ATCT calls SBV again and discusses the weather conditions at Lynchburg and Roanoke, VA airports.

2015 RDU ATCT calls SBV to inform that N22AM has a suspected vacuum failure and has lost all instruments except its altimeter. RDU ATCT also relays fuel remaining and souls on board information.

2019 RDU ATCT calls and SBV declares radar contact on N22AM from RDU ATCT.

2022 N22AM checks onto SBV's frequency.

2026 SBV issues N22AM a no-gyro vector toward Roanoke airport. N22AM complies.

2029 SBV issues another no-gyro vector to N22AM. N22AM complies.

2031 SBV issues another no-gyro vector to N22AM. N22AM complies.

2032 N22AM declares Mayday. The pilot states that he's lost both engines. SBV gives information about airports positioned both to the right and to the left of N22AM.

2033 SBV coordinates with Greensboro Approach (GSO ATCT) about the emergency. SBV asks about nearby airports. N22AM states they will need to find a road.

12. ATS Personnel Involved, Continued.
 Richard W Wallace (WE), ZDC ARTCC, SBV R

No More Follows



Federal Aviation Administration

Memorandum

Date: May 13, 2016

To: Aircraft Accident File ZDC-ARTCC-0247

From: Charleston (SC) Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N22AM
Brosssville, VA, March 27, 2016

This transcription covers the Charleston (SC) Airport Traffic Control Tower (ATCT) LC LC position for the time period from March 27, 2016, 1730 UTC, to March 27, 2016, 1833 UTC.

Agencies Making Transmissions

Abbreviations

Charleston Air Traffic Control Tower
Local Control
N22AM
Charleston Air Traffic Control Tower
West RADAR

CHS LC

N22AM
CHS WEST

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N22AM.

[REDACTED]
[REDACTED]
Staff Support Specialist
Charleston (SC) ATCT

1730
(1731-1758)

1759

1800:00 CHS LC two alpha mike you on freq

1800:04 N22AM two two alpha mike affirmative

1800:05 CHS LC alright last aircraft just landed reported the bases at five hundred feet are you i f r qualified

ZDC-ARTCC-0247
N22AM

Page 2 of 2

1800:09 N22AM i am but ah i haven't had my ah instrument pitot static
check

1800:14 CHS LC okay that's a no then ah say your intentions you want to
depart v f r

1800:19 N22AM i'd like to yes two two alpha mike

1800:22 CHS LC (unintelligible) scary there but ah you ready to go

1800:26 N22AM two two alpha mike affirmative

1800:27 CHS LC november two two alpha mike runway one five intersection
echo fly runway heading cleared for takeoff

1800:31 N22AM two two alpha mike

1800:58 CHS LC two alpha mike turn right heading two one zero contact
departure

1801
1802
1802:01 N22AM right to two one zero to departure

1802:18 CHS WEST west

1802:19 CHS LC yeah watch that guy told about the weather wanted to go v
f r there he is

1802:24 CHS WEST (unintelligible)
1803
(1804-1832)
1833

End of Transcript



Federal Aviation Administration

Memorandum

Date: May 17, 2016
To: Aircraft Accident File ZDC-ARTCC-0247

From: Charleston (SC) Airport Traffic Control Tower
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N22AM
Brosssville, VA, March 27, 2016

This transcription covers the Charleston (SC) Airport Traffic Control Tower (ATCT) WEST AP position for the time period from March 27, 2016, 1732 UTC, to March 27, 2016, 1848 UTC.

Agencies Making Transmissions	Abbreviations
N22AM	N22AM
Charleston Air Traffic Control Tower WEST RADAR	CHS WEST
Charleston Air Traffic Control Tower Local Control	CHS LC
Shaw Air Force Base RADAR Approach Control	SSC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N22AM.

[REDACTED]
[REDACTED]
Staff Support Specialist
Charleston (SC) ATCT

1732
(1733-1801)
1802

1802:13 N22AM charleston departure two two alpha mike (unintelligible)

1802:16 CHS WEST west

1802:19 CHS LC yeah watch that guy told about the weather wanted to go v
f r here he is

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N22AM

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1802:24 CHS WEST oh

1802:25 CHS LC (unintelligible)

1802:26 CHS WEST (unintelligible)
1803

1803:21 CHS WEST november two two alpha mike charleston

1803:24 N22AM (unintelligible)

1803:26 CHS WEST november two alpha mike i'm not receiving your altitude
portion of your transponder please reset

1803:32 N22AM *(two two alpha mike)

1803:37 CHS WEST november two alpha mike i show you at one thousand five
hundred charleston altimeter is three zero one zero you
are radar contact

1803:44 N22AM (unintelligible) two two alpha mike thank you

1803:46 CHS WEST november two alpha mike there are areas of light to
moderate precipitation between you and columbia are your
instruments working now

1803:54 N22AM (unintelligible)

1803:56 CHS WEST november two alpha mike roger maintain v f r ah heading
three two zero for traffic
1804

1804:04 N22AM three two zero for traffic november two alpha mike

1804:19 CHS WEST november two alpha mike i need you on a three twenty
heading i can't have you fly up my final

1804:25 N22AM two two alpha mike going to three twenty
1805

1805:47 CHS WEST november two alpha mike say altitude climbing to

ZDC-ARTCC-0247
N22AM

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1805:50 N22AM (unintelligible) four thousand five hundred
1806

(1807-1811)

1812

1812:09 CHS WEST november two alpha mike resume own nav

1812:11 N22AM *(november two alpha mike) thank you

1813

1814

1815

1815:28 CHS WEST november two alpha mike it appears you're almost due
eastbound are you just avoiding clouds columbia is
northwestbound

1815:35 N22AM (unintelligible)

1816

1817

1817:21 CHS WEST shaw charleston eighty line info

1817:23 SSC shaw

1817:24 CHS WEST this two alpha mike is ah the guy i called about earlier
looking for a v f r field

1817:29 SSC (unintelligible)

1817:30 CHS WEST he he's trying to get to columbia i don't know why he's
northeastbound he didn't really have an answer for me

1817:35 SSC okay

1817:36 CHS WEST and your control

1817:37 SSC alright (unintelligible)

1817:38 CHS WEST t c

1817:39 CHS WEST november two alpha mike contact shaw approach one two five
point four

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N22AM

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1817:47 CHS WEST november two two alpha mike contact shaw approach one two
five point four

1817:53 N22AM (unintelligible) for november two alpha mike
1818
(1819-1847)
1848

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.



Federal Aviation Administration

Memorandum

Date: May 13, 2016

To: Aircraft Accident File ZDC-ARTCC-0247

From: Fayetteville (NC) Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N22AM
Brossville, VA, March 27, 2016

This transcription covers the Fayetteville (NC) Airport Traffic Control Tower (ATCT) F AP position for the time period from March 27, 2016, 1834 UTC, to March 27, 2016, 1958 UTC.

Agencies Making Transmissions

N22AM PA23
EAST RADAR POSITION (F)

Abbreviations

N22AM
F

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N22AM.


ATM
Fayetteville (NC)

1834
(1835-1903)
1904

1904:22	N22AM	fayetteville approach november two two alpha mike
1904:24	F	november two two alpha fayetteville approach fayetteville altimeter three zero one two say altitude
1904:28	N22AM	*(unintelligible)
1904:32	F	november two two alpha mike roger reset transponder squawk two one five three

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N22AM

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1904:41	N22AM	two alpha mike squawk two one five three
1905		
1906		
1907		
1908:00	F	november two alpha mike traffic no factor v f r altitude your discretion
1908:04	N22AM	two alpha mike
1909:50	F	november two alpha mike say flight condition can you estimate the tops
1909:54	N22AM	(unintelligible) something in between layers
1909:59	F	november two alpha mike roger
1912:00	F	november two alpha mike maintain v f r at or above four thousand five hundred to keep you above restricted area fifty three eleven
1912:06	N22AM	readback *((unintelligible)) two alpha mike
1915		
(1916-1923)		
1924		
1924:36	F	november two alpha mike say flight condition
1924:37	N22AM	it's smooth
1924:39	F	november two alpha mike roger you have any cloud base estimates or are you in v m c
1924:45	N22AM	in between layers it's a little hazy
1924:50	F	november two alpha mike thanks change to my frequency one two five point one seven
1924:55	N22AM	one two five point one seven

ZDC-ARTCC-0247
N22AM

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1924:58 F that's correct two five point one seven for two alpha mike

1925:11 N22AM fayetteville two alpha mike with you

1925:14 F barron two alpha mike fayetteville approach loud and clear

1925:55 F november two alpha mike delete altitude restriction

1925:59 F two two alpha mike

1927:30 F november two alpha mike contact raleigh approach one two
five point three advise them of your altitude

1927:36 N22AM one two five point three
1937
(1938-1957)
1958

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.



Federal Aviation Administration

Memorandum

Date: April 11, 2016

To: Aircraft Accident File ZDC-ARTCC-0247

From: Raleigh Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N22AM
Brossville, VA, March 27, 2016

This transcription covers the Raleigh Airport Traffic Control Tower (ATCT) N DR position for the time period from March 27, 2016, 1859 UTC, to March 27, 2016, 2053 UTC.

Agencies Making Transmissions	Abbreviations
Accident Aircraft	N22AM
Raleigh North Departure Sector	N DR
Fayetteville Approach Control	FAY

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N22AM.

[REDACTED]

[REDACTED]

Support Specialist
Raleigh ATCT

1859
(1900-1928)
1929
1929:04 N22AM raleigh durham approach two two alpha mike joining you

1929:23 N DR november two two alpha mike raleigh approach raleigh
altimeter is three zero one eight

1929:27 N22AM thirty eighteen for two two alpha mike

1929:29 N DR november two two alpha mike do you returning

1929:33 N22AM two two alpha mike i'm sorry what's your question

1929:37 N DR november two two alpha mike i noticed you turned southbound do you returning back to your destination

1929:41 N22AM two two alpha mike no ahh i'm in the middle of the clouds what's my current heading

1929:47 N DR november two two alpha mike i show you on a one eight zero heading ahh do you need assistance

1929:51 N22AM ahh two two alpha mike i'll make a left back up to the north

1930

1930:21 N DR november two two alpha mike ahh just you do not require any assistance

1930:25 N22AM two two alpha mike no we're fine

1931

1931:38 N DR november two two alpha mike ahh just ahh be advised the weather over raleigh is overcast and six hundred just for your planning purposes

1931:45 N22AM two two alpha mike i'm having ahh an intermittent engine right now can i get some help to the nearest airport

1931:50 N DR november two two alpha mike ahh roger ahh you're right in the middle of southern pines down to your southwest and just to the north is ahh sanford

1932

1932:04 N22AM i'll take the north

1932:05 N DR november two two alpha mike roger suggest zero one zero heading

1932:10 N22AM zero one zero

1932:29 N DR november two two alpha mike are you v m c is there v m c below you

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1932:33 N22AM two two alpha mike i believe so i'm going to break out in
just a minute
1933

1933:04 N DR november two two alpha mike ahh was there v f r weather
south of you because north of you is i f r weather

1933:10 N22AM ahh two two alpha mike i have one engine out so i'm going
to have to land somewhere

1933:22 N DR fayetteville south

1933:25 FAY fayetteville go

1933:32 N DR yeah this two two alpha mike has lost an engine i'm
flashing him back to you we got i f r weather do you have
v f r weather in any of your airports near you

1933:33 FAY negative

1933:33 N DR alright g n

1933:35 N DR november two two alpha mike are you i f r equipped and
capable

1933:38 N22AM ahh negative the plane's not approved and i'm an i f r
pilot

1933:56 N DR november two two alpha mike remain this frequency you you
have ahh are you able to maintain your altitude with your
one engine
1934

1934:02 N22AM two two alpha mike affirmative

1934:04 N DR november two two alpha mike roger

1934:10 N DR november two two alpha mike if i ahh are your instruments
working

1934:14 N22AM two two alpha mike affirmative

1934:15 N DR november two two alpha mike roger do you have any instruments to ahh do an i l s approach if we give you emergency vectors

1934:20 N22AM two two alpha mike negative

1934:35 N DR november two two alpha mike roger does there ahh just give me the instruments you got on board just so we can figure out what we can do

1934:41 N22AM ahh can you give a vector towards the airport

1934:45 N DR november two alpha mike fly heading three six zero and just focus on your instruments and maintain your altitude

1934:50 N22AM two two alpha mike i'm at two thousand five hundred

1934:53 N DR go ahead fayetteville

1934:54 FAY yo so what's alpha mike going to do

1934:56 N DR ahh he has no instruments to do an i l s and ahh he's he's one engine out

1935

1935:02 FAY okay i i i gotta call you back

1935:05 N DR alright

1935:06 N DR november two two alpha mike ahh can you tell how much fuel you have remaining and souls on board

1935:12 N22AM four souls on board ahh i just filled up in charleston so i should have a couple of hours

1935:18 N DR november two two alpha mike roger

1935:36 N22AM i got those engines functioning again

1935:38 N DR november two two alpha mike ahh confirm you have both engines functioning at this time

1935:42 N22AM two two alpha mike yes they're both functioning

1935:45 N DR november two alpha mike roger say intentions

1935:51 N DR november two alpha mike if you can ahh ahh climb ahh start a v f r climb if you're able

1936

1936:05 N DR november two alpha mike fly heading zero one zero when you're able i'm going to fly you towards the ahh the ahh sanford airport there it's about one three miles north of your position

1936:15 N22AM am i heading north now

1936:17 N DR ahh negative you're on a southwest bound heading start a ahh right turn when you're able for november two alpha mike

1936:24 N22AM a right turn or left

1936:33 N DR november two alpha mike ahh ahh you can start a right hand turn to go northbound

1936:40 N22AM ahh turning right

1937

1937:14 N DR november two alpha mike this'll be a no-gyro vector just continue ahh in whatever direction you're making the turn and i'll tell you when to stop

1937:23 N22AM two two alpha mike

1937:38 N DR november two alpha mike stop turn

1937:41 N22AM stopping turn two two alpha mike

1937:54 N DR november two alpha mike and ahh looks like that was too far to the ahh to the right ahh you appear southwest bound sir if you're able start a turn back to the right

1938:20 N DR november two two alpha mike raleigh radio check

1938:31 N22AM which way did you want me to turn

1938:34 N DR november two two alpha mike ahh yeah it ahh appears you're northwest bound and now stop your turn two alpha mike maintain level flight

1938:48 N DR november two alpha mike are you able to climb at all

1938:51 N22AM affirmative two two alpha mike

1938:53 N DR november two alpha mike if if you can get to twenty five if you can climb another thousand or fifteen hundred feet ahh that that should be able to ahh a help with my radio coverage so i can give you better service here

1939:05 N22AM two alpha mike going up

1939:34 N DR november two alpha mike it it appears that umm your your moving left and right and and not maintaining level flight i i need you to fly due northbound to get to sanford and i'm i'm currently showing you on about a one zero zero heading ahh if you're able to start a left turn to the north then ahh do that

1939:54 N22AM two two alpha mike turning left i'm at twenty five hundred climbing

1939:59 N DR november two alpha mike two thousand five hundred feet should be good and ahh turn about another ahh sixty degrees to the ahh to the left

1940:17 N DR november two alpha mike stop turn

1940:22 N22AM two two alpha mike

1940:36 N DR november two alpha mike ahh is your aircraft maybe
experiencing a ahh vacuum failure
1941

1941:03 N22AM two two alpha mike do you read

1941:06 N DR november two two alpha mike i hear ya and ahh it appears
you're flying northbound continue on that ahh on that
heading and i'll try to get you to sanford

1941:13 N22AM two two alpha mike thank you

1941:41 N DR november two two alpha mike radio check

1941:43 N22AM i'm with ya two alpha mike

1941:44 N DR november two alpha mike roger and a you're flying
southbound now umm just a ahh are you in a ahh what kind
of turn are you in a left or right hand turn

1941:55 N22AM i'm not aware that i'm in any turn
1942

1942:14 N22AM november two alpha mike do you have a turn coordinator on
board the aircraft

1942:17 N22AM two two alpha mike affirmative

1942:19 N DR num november two alpha mike roger just just keep the ahh
just keep the airplane in the turn coordinator level for
ahh for now i gotta figure out which direction the plane
is going in before i can point you at any airport

1942:32 N22AM two two alpha mike thanks

1942:34 N DR and ahh do you have a heading indicator can you tell me

what it says

1942:57 N DR november two two alpha mike do you have a heading indicator on board the aircraft

1943:02 N22AM yeah it says i'm at three forty four

1943:04 N DR alright ahh if you're able fly heading of three six zero and that that'll be a right turn now for november two alpha mike

1943:16 N22AM turning right

1943:32 N DR november two alpha mike stop turn

1943:34 N22AM stopping turn two alpha mike

1943:49 N DR november two alpha mike uhh and can you tell i see ahh one thousand eight hundred indicated altitude that should be good for now

1944

1944:02 N DR november two alpha mike you appear straight and level flight the and and do you have ground contact right now

1944:08 N22AM negative two two alpha mike

1944:30 N DR november two alpha mike the the sanford airport is ahh it's got ahh runway three and two one so it's ahh northeast and southwest oriented and it's about ahh eight miles north of your position right now

1944:44 N22AM well help me all you can i'm i'm i'm i m c

1944:58 N DR november two alpha mike if if you're able to find an area that has v f r conditions i think the best thing to do now is to ahh ahh climb v f r maybe to aboout six thousand feet

1945:21 N DR november two alpha mike ahh if you're able climb and maintain four thousand ahh i'm under ahh i'm being told that there is a v f r layer between ahh three and four thousand feet right now

1945:39 N DR november two two alpha mike raleigh ahh climb and maintain four thousand if you're able ahh i'm being told there is an area of ahh ahh ahh there is a v f r layer between three and four thousand

1945:55 N22AM two two alpha mike we'll try to do that

1945:56 N DR november two two alpha mike yeah if you can find a hole and then climb to ahh four thousand we'll be able to ahh get you ahh somewhere v f r

1946:06 N22AM two two alpha mike i'm climbing

1946:15 N DR november two two alpha mike i'm being told the nearest v f r airport is at charleston they have four miles visibility

1946:25 N DR and ahh the ceiling there is broken ahh two hundred feet they do have four miles or i'm sorry broken at two thousand feet and four miles visibility is back at charleston for november two alpha mike

1946:38 N22AM roger that

1946:42 N DR november two alpha mike for charleston the heading is ahh is two one zero and ahh or i think the best case scenario is to go back to ahh to charleston which will be southbound

1946:59 N22AM okay two two alpha mike so which way am i heading now

1947:02 N DR november two alpha mike you're heading north right now so ahh no-gyro vector turn left and i'll tell you when to stop

1947:19 N22AM is there anything clear north of us

1947:21 N DR negative everything northeast and ahh west of here is all
low i f r the nearest v f r airport is back at charleston

1947:30 N22AM two two alpha mike roger

1947:49 N DR november two alpha mike stop turn

1947:54 N22AM two two alpha mike is straight and level
1948

1948:06 N DR november two alpha mike i ahh i think there is a better
option is the columbia airport charlie alpha echo they
have six miles visibility and the ceiling there is one
thousand two hundred

1948:18 N22AM okay two two alpha mike that'll be good

1948:21 N DR november two alpha mike roger and we over shot the turn
for columbia ahh so fly ahh ahh but there is now an area
of weather so ahh no-gyro vector turn right i'll tell you
when to stop turn if you can maintain that altitude

1948:35 N22AM two two alpha mike i'll stay here at four thousand

1948:49 N DR november two alpha mike stop turn
1949

1949:12 N DR november two alpha mike ahh i show you four thousand four
hundred is it ahh is it v m c where you're at right now

1949:19 N22AM i'm between layers two two alpha mike

1949:21 N DR november two alpha mike roger

1949:29 N DR november two alpha mike and ahh i'm being told ahh you may
it seems like with your instruments you may have ahh a
vacuum failure are you able to ahh determine if that is
the case

1949:42 N22AM ahh how would i do that

1949:51 N DR november two alpha mike and ahh you're heading into the weather so ahh no-gyro vector turn right i'll tell you when to stop

1950

1950:14 N DR november two alpha mike stop turn

1950:18 N22AM stopping turn

1950:22 N DR november two alpha mike can you tell me the ahh can you tell me your heading based on your instruments

1950:28 N22AM two eighty

1950:29 N DR two eight zero confirm

1950:31 N22AM two nine seven now

1950:33 N DR okay alright fly that heading for now november two alpha mike this is going to keep you north of an area of light to moderate ahh precipitation the next approach control will be able to keep you clear of that

1950:44 N22AM two alpha mike thank you

1950:49 N DR november two alpha mike ahh i'm being told columbia airport right now is the only one that's v f r so we're going to point you in that direction

1950:56 N22AM thank you two two alpha mike

1950:58 N DR november two alpha mike you're turning too far to the ahh right and north now so turn ahh left

1951:12 N DR november two alpha mike stop turn

1951:29 N DR ahh november two alpha mike can you tell me your altitude
i show you at five thousand two hundred right now

1951:33 N22AM two alpha mike i'm at five thousand

1951:36 N DR november two alpha mike roger
1952

1952:05 N DR november two alpha mike turn left

1952:10 N22AM turning left two alpha mike

1952:22 N DR november two alpha mike ahh stop turn and tell me the
heading

1952:29 N22AM three four zero two alpha mike

1952:32 N DR ahh three four zero as in three hundred and forty

1952:36 N22AM affirmative two two alpha mike

1952:38 N DR november two two alpha mike roger continue turning left
and ahh if you can fly heading of about two seven zero
due westbound that'll keep you clear of the weather that
i'm showing

1953

1953:17 N DR november two two alpha mike approach

1953:20 N22AM loud and clear

1953:21 N DR okay there's a piper arrow northeast of your position he
is on top of the clouds at seven thousand five hundred
are you able to find a hole and climb

1953:31 N22AM two two alpha mike i can

1953:33 N DR november two two alpha mike roger and if you can turn back
to the ahh north i show you going into the weather now if
you're able to turn right we'll ensure that you can stay

ahh clear of the weather

1953:46 N22AM you want me to turn right now

1953:48 N DR affirmative yeah you're turning left and heading south into weather i need you to turn right and turn back to the west and north

1953:55 N22AM two two alpha mike turning right and climbing climbing to six thousand

1953:59 N DR november two two alpha mike roger and yeah i'm being told if you can get to seven thousand five hundred it'll be clear over there

1954:05 N22AM two two alpha mike thanks

1954:36 N DR november two alpha mike and stop turn let me know when you're on top of the clouds

1954:41 N22AM i'm at six thousand five hundred
1955

1955:06 N DR november two alpha mike stop your turn

1955:17 N DR november two alpha mike can you tell me your heading

1955:21 N22AM two two alpha mike current heading is (unintelligible) six zero

1955:30 N DR november two alpha mike roger no-gyro vector turn left

1955:38 N22AM two alpha mike turning left

1955:40 N DR november two alpha mike and let me know when you're in v f r conditions please

1955:44 N22AM will do two alpha mike

1955:46 N DR you should be there in ahh couple hundred feet
1956

1956:09 N DR november two alpha mike stop turn

1956:12 N22AM two two alpha mike

1956:27 N DR november two alpha mike and what's your heading now

1956:31 N22AM two seven zero two two alpha mike

1956:33 N DR good fly that heading stop your turn for november two
alpha mike wings level are you on top of the clouds

1956:39 N22AM negative two two alpha mike

1956:45 N DR two alpha mike roger if you're able continue to climb and
ahh let me know when you're when ahh when you're on top

1956:52 N22AM two two alpha mike will do it

1956:57 N DR november two alpha mike and you're looks like you're
turning back into the weather so ahh start a right turn
ahh turn right for november two alpha mike

1957:21 N DR november two alpha mike what's your turn indicator saying

1957:24 N22AM it's it's inoperable

1957:28 N DR say again for two alpha mike

1957:30 N22AM turn indicator is inoperable

1957:35 N DR november two alpha mike roger it appears you're descending
too ahh climb if you're able altitude indicates seven
thousand ahh one hundred and we'll try to get you on top
here

1957:46 N22AM two alpha mike is trying
1958

1958:14 N22AM two alpha mike i'm i'm above the clouds

1958:21 N DR november two alpha mike roger ahh that last report from
the previous aircraft is telling me he is back in the
clouds at nine thousand feet

1958:32 N22AM two two alpha mike i'm i'm between two layers at eight
thousand

1958:37 N DR november two alpha mike roger and ahh okay stay where you
are maintain ahh level flight and what does your heading
indicator say

1958:47 N22AM one nine zero two alpha mike

1958:49 N DR november two alpha mike roger continue turning right until
the heading indicator is going left heading two seven
zero due west and stay in v f r don't climb or descend
1959

1959:45 N22AM what do you have for my heading now

1959:47 N DR november two alpha mike i show you in a right turn and
your heading about two four zero right now

1959:53 N22AM you want two seven zero

1959:55 N DR i do i need two seven zero because otherwise you're going
to go into weather so heading two seven zero due
westbound
2000

2000:04 N DR and november two alpha mike don't climb or descend if
you're able i mean just ahh just stay between the layers

2000:10 N22AM (unintelligible)

2000:14 N DR alright can can you tell me if if you climb or or descend
hold your heading right now for november two alpha mike

2000:54 N DR november two alpha mike looks like you're ahh going back northbound ahh that's okay for now how how are the cloud conditions where you are

2001

2001:02 N22AM i can see a little bit two alpha mike

2001:05 N DR two alpha mike roger

2001:27 N DR november two alpha mike when you have a minute so i i can help you i need to know what instrumentation is working so that that i can try to get you pointed in the right direction

2001:37 N22AM it looks like i have my altimeter and my radios and all my all my eng engine instruments but no nav

2001:46 N DR november two two alpha mike roger

2001:57 N DR november two alpha mike you see a vacuum gauge anywhere on your instrument panel

2002

2002:02 N22AM i see a gyro suction

2002:05 N DR okay is is that gauge working

2002:08 N22AM it shows zero

2002:15 N DR november two alpha mike okay good we we've established that that the vacuum has failed so we're we're not going to give you any ahh any kind of ahh instructions that require the use of that so just bear with me for one moment

2002:28 N22AM two alpha mike thank you

2002:31 N DR november two alpha mike the turn coordinator should be electric do you have a flag on your ahh on your turn coordinator right now

2002:40 N22AM two two alpha mike no

2002:47 N DR november two alpha mike the turn coordinator will keep
your wings level so use that instrumentation when i tell
you to turn right or left or to level off that will keep
your plane level

2002:58 N22AM two two alpha mike thank you
2003

2003:25 N DR november two alpha mike we're we're going to do a change
of plans best weather now is lynchburg ahh virginia ahh
they have one zero miles of visibility the ceiling is
nine hundred overcast so ahh you're flying northbound now
let's keep doing that and ahh we're going to get you
pointed towards lynchburg that's the best weather within
sixty miles of you right now

2003:46 N22AM two alpha mike okay

2003:56 N DR november two alpha mike and i'm being told do not pay
attention to the altitude indicator or the directional
gyro they're not going to work with the uh failure that
you're ahh that your aircraft currently has so just use
the turn coordinator don't use the altitude indicator or
the d g the directional gyro

2004:14 N22AM two alpha mike thank you

2004:18 N22AM how far are we from lynchburg

2004:20 N DR hold on

2004:24 N DR november two alpha mike you're heading towards the airport
now it's ahh thirty nine or no it's ahh a hold it's about
a hundred and five miles north the ahh of your current
position now you should be there in about forty minutes
if you maintain the present speed that i'm showing

2004:43 N22AM what's the ahh what is the letters for it

2004:45 N DR lima yankee hotel l y h
2005

2005:09 N DR ahh november two alpha mike looks like the roanoke airport
is even better ahh it's one zero miles visibility they
are v f r the ceiling is one thousand five hundred
overcast ahh roanoke is romeo oscar alpha umm let's umm
i'm going to send you towards there

2005:38 N DR november two alpha mike you're turning a little far ahh to
the ahh northeast so ahh let's turn left and i'll tell
you when to stop

2005:48 N22AM there's a cloud right in right in front of me there can i
wait a minute before i turn

2005:51 N DR november two alpha mike that's fine let me know when you
think you can turn left

2005:58 N22AM give me the letters for roanoke again
2006

2006:01 N DR ahh roanoke is romeo oscar alpha r o a

2006:22 N DR november two alpha mike can you tell me how much fuel you
have either ahh what the gauges say or or maybe a time or
ahh ahh pound or gallon estimate

2006:31 N22AM i should have two hours

2006:33 N DR november two two alpha mike roger

2006:42 N DR november two alpha mike that should work i'm showing
roanoke is about forty three minutes away

2006:48 N22AM two two alpha mike okay

2006:49 N DR and i'll turn you once you're able to turn ahh left back
to the north i'm i'm going to do that once you're clear
of the clouds

2007:00 N22AM okay you can turn me now

2007:18 N DR november two alpha mike okay you're you're turning ahh
keep turning right i show you turning right keep turning
right and i'll tell you when to stop

2007:31 N DR november two alpha mike stop turn

2007:36 N DR november two alpha mike ahh it appears you're descending
altitude is five thousand four hundred if you're able i
need you to climb

2007:43 N22AM two alpha mike climbing

2007:59 N22AM (unintelligible)

2008:00 N DR fly keep your wings level for november two alpha mike and
if you're able just keep climbing

2008:40 N DR november two alpha mike okay this this heading is is good
are there any are there any clouds in the way are you
between layers

2008:47 N22AM i'm in ahh clear conditions between layers

2008:50 N DR november two alpha mike roger just just maintain wings
level and and that altitude ahh ahh were were only a
couple degrees off on course so this is good right now

2009:00 N22AM thank you two alpha mike

2009:04 N DR november two alpha mike just just keep the airplane level
don't turn and and if this altitude is working to keep
you v f r let's do that

2009:34 N22AM two two alpha mike keep it (unintelligible)

2009:56 N DR november two alpha mike everything looks good but the heading is good and ahh we're we're about thirty nine minutes away at the present speed so if you just keep it level and and we're going to get you to roanoke

2010:08 N22AM thank you very much two alpha mike
2011

2011:11 N DR november two alpha mike and ahh how is the ahh how is the in flight visibility for you right now

2011:16 N22AM very poor two two alpha mike

2011:19 N DR november two alpha mike roger if you can maintain this altitude then ahh then do so the the heading is perfect though if you can keep if you can keep the wings level then ahh then then do that

2011:31 N22AM two two alpha mike level wings

2011:35 N DR and i i show your altitude six thousand seven hundred so you you've got plenty of heighth above the ground umm and again if you can keep that altitude then then do so for november two alpha mike but ahh you're you're doing fine right now

2011:48 N22AM two two alpha mike okay

2011:52 N DR november two alpha mike you're you're starting to turn a little bit to the left so ahh start a right turn i'll tell you when to stop it'll only be a couple of seconds
2012

2012:06 N DR november two alpha mike stop your turn let's fly that heading

2012:38 N DR november two alpha mike ahh a little too far to the east so ahh turn left i'll tell you when to stop

2012:57 N DR november two alpha mike stop your turn and let's see how that ahh how that is tracking
2013

2013:15 N DR november two alpha mike does your turn coordinator show

wings level

2013:19	N22AM	affirmative two two alpha mike
2013:20	N DR	roger
2013:45	N DR	november two alpha mike we need to turn a little more to the left so turn left and i'll tell you when to stop
2014		
2014:05	N DR	november two alpha mike stop your turn and ahh let me see how that's tracking
2014:34	N DR	november two alpha mike that's perfect let's uhh uhh just keep the wings level and ahh your altitude is five thousand nine hundred
2014:42	N22AM	two alpha mike i'm in the clear
2014:43	N DR	november two alpha mike roger
2015		
2015:56	N DR	november two alpha mike ahh how you doing in the airplane
2015:59	N22AM	just fine two two alpha mike
2016		
2016:01	N DR	november two alpha mike roger and ahh we're we're as we're basically on course to roanoke probably within about five degrees but just keep the airplane level ahh that that that's the best course of action right now you're at five thousand six hundred feet which is ahh which is fine we can ahh just just stay there ahh straight and level flight if you're able to
2017		
2018		
2018:21	N DR	november two alpha mike the head the heading is great just keep the wings level and ahh i show you five thousand uhh five thousand one hundred are are you able to climb at all or or you got a cloud deck right above you
2018:33	N22AM	i have a cloud deck right above me
2018:35	N DR	okay just ahh just keep it straight and level then for two

two alpha mike

2018:39 N22AM two alpha mike will do
2019

2019:05 N22AM (unintelligible)

2019:05 N DR thank you

2019:45 N DR november two alpha mike just an update on the weather at
roanoke the ceiling's still fifteen hundred feet so it's
still v f r they got ten miles and fifteen hundred feet
and they're expecting you

2019:55 N22AM two two alpha mike thank you so much

2019:57 N DR you're very welcome and and speed right now the the
heading is okay we're about ten degrees to the right but
that's fine you're about twenty six minutes away from the
airport

2020:49 N DR november two alpha mike and ahh can i just get an update
on your altitude ahh looks like i'm showing five thousand
one hundred which which is fine does does your
instrumentation say anything like that
2021

2021:01 N22AM it says five thousand two two alpha mike

2021:03 N DR november two alpha mike roger and current altimeter now at
raleigh is three zero one four ahh the next controller
will have an update for the one at ahh roanoke

2021:13 N22AM two two alpha mike thanks

2021:19 N DR and we still look good for ahh for the direction for
november two two alpha mike just keep the wings level and
ahh were about twenty seven minutes away from the airport
now

2021:25 N22AM two two alpha mike okay

2021:45 N DR november two alpha mike just for your planning purposes
 ahh i got a chancellor about twenty miles east of your
 position he's at seven thousand feet he's also in between
 layers and he says the visibility is good that's at seven
 thousand feet

2022:00 N DR but if if you're good at five thousand feet for november
 two alpha mike let's just ahh let's just stay there and
 the heading looks good so let's just keep the wings level

2022:10 N22AM two two alpha mike i'm good here

2022:12 N DR okay very good

2022:17 N DR november two two alpha mike ahh you're you're heading out
 of my airspace now so i'm going to hand you over to
 washington you can contact washington center now on one
 two four point zero five and they know everything about
 your instrumentation and ahh they're going to get you to
 roanoke

2022:34 N22AM thank you so much two two alpha mike

2022:37 N DR you're very welcome
2023
(2024-2052)
2053

End of Transcript



Federal Aviation Administration

Memorandum

Date: May 09, 2016

To: Aircraft Accident File ZDC-ARTCC-0247

From: Washington Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N22AM
Brossville, VA, March 27, 2016

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) 22 R position for the time period from March 27, 2016, 1908 UTC, to March 27, 2016, 2130 UTC.

Agencies Making Transmissions

Abbreviations

Raleigh ATCT Approach Control	RDU
Washington ARTCC sector 22	SBV
N22AM (or, PA23, N22AM)	N22AM
Greensboro ATCT Approach Control	GSO
N21VA (or, VELO, N21VA)	N21VA
Acey 5392 (CRJ2)	ASQ5392
Blue Streak 5021 (CRJ7)	JIA5021
Piedmont 4809 (DH8C)	PDT4809
Roanoke ATCT Approach Control	ROA

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N22AM.

Quality Control Specialist
ZDC

1908
(1909-1937)

1938

1938:47 RDU south boston low raleigh

1938:52 SBV south boston

1938:53 RDU i got a question for you we have an aircraft here that's
um v f r he's encountering i f r weather do you have any
um air airports that are in v f r conditions

1939

1939:01 SBV which guy is it

1939:02 RDU it's uh two two alpha mike he is about uh three two miles
to the southwest of raleigh airport um uh i don't know if
you get the squawk for that

1939:11 SBV i see i see where he's at let me look around and i'll call
you back

1939:13 RDU alright thank you e t

1940

1940:40 SBV raleigh north south boston eighty-six

1940:45 RDU it's raleigh

1940:47 SBV south boston uh reference that two two alpha mike

1940:49 RDU yep

1940:50 SBV yeah uh i got four hundred foot overcast at danville
greensboro's got three hundred feet and overcast the best
i've got is at lynchburg and uh lynchburg's reporting uh
twelve hundred feet overcast that's the highest ceiling i
can see anywhere is lynchburg that's a hundred miles due
north of him

1941

1941:05 RDU okay alright i'll pass it along thank you c k

1942
(1943-1945)
1946

1946:01 SBV uh raleigh's got this guy down here two two alpha mike
they said he was v f r stuck in i f r conditions or
something they were looking for an airport up our way
that might have uh v f r uh i told them that lynchburg
was a hundred miles north of the guy at twelve hundred
foot ceilings i did not tell them that roanoke was
reporting sixteen hundred foot ceilings i didn't see that
till after i called them but that's still at least one
hundred thirty miles north of him so anyway so i was

going to wait till the next metars to come out in another fifteen minutes and see if anything looked more promising and call him back if i saw anything but he's just circling down there till he decides what to do i guess that's that

1947

(1948-2002)

2003

2003:28 RDU south boston low raleigh

2003:42 SBV calling boston

2003:43 RDU yeah uh this is raleigh uh do you still see that two alpha mike about three two miles southwest of raleigh

2003:48 SBV yeah the last controller said that he's still circling looking for a

2003:51 RDU yeah he looks like he's going a little bit north is that still lynchburg still the best option

2003:55 SBV stand by let me confirm lynchburg

2003:56 RDU thank you
2004

2004:09 SBV our lynchburg i'm showing overcast now at nine for the latest and

2004:13 RDU overcast at nine okay

2004:14 SBV and for roanoke overcast one thousand five hundred

2004:20 RDU fifteen hundred roanoke okay thank you

2004:21 RDU thank you

2004:22 SBV bye

2004:25	RDU	p k
2004:57	RDU	south boston low raleigh
2005:00	SBV	south boston
2005:02	RDU	what's the visibility at roanoke thanks for helping by the way
2005:05	SBV	oh no problem
2005:08	SBV	um roanoke comes in at one zero winds at six from one four zero visibility one zero (unintelligible)
2005:16	RDU	thank you what was the vis
2005:18	SBV	it says one zero
2005:22	RDU	ten miles visibility roanoke alright thank you
2005:23	SBV	alright
2006		
2007		
2007:41	SBV	raleigh south boston eighty-six
2007:44	RDU	raleigh south boston coordinator
2007:46	SBV	um additional information as for different airport we got blacksburg virginia uh showing visibility one zero broken one seven
2007:55	RDU	i'll tell you said blacksburg well i'll get another request if i could
2007:58	SBV	i'm sorry say again

2007:59 RDU i'll call you right back

2008:00 SBV o y

2008:01 RDU m b
2009
(2010-2014)
2015
2015:37 RDU south boston raleigh eight eighty-six line emergency event

2015:42 SBV boston

2015:42 RDU look one zero miles southeast of the (unintelligible)
airport squawking two one five three

2015:47 SBV is that two two alpha mike

2015:48 RDU that's the one you get all the info on him

2015:49 SBV um i heard that he was circling couldn't find a v f r
airport

2015:53 RDU he has a suspected vacuum failure his only instrumentation
in the aircraft that works is his altimeter seems that he
has a he turns
2016

2016:02 SBV copy vacuum failure what else

2016:03 RDU and his altimeter works (unintelligible) gyro and he'll
turn on you i mean just basically you have to give him no
gyro vectors we're trying to get him to roanoke

2016:12 SBV okay no gyro vectors understood

2016:15 RDU and um we're trying to get him to roanoke hopefully v f r
he is not i f r rated he has two hours of fuel i'm
thinking it was four souls on board but i'll call you
back with that and

2016:25 SBV um can i call you right back

2016:26 RDU you can m b
2017

2017:12 RDU south boston the raleigh eighty-six

2017:13 SBV i'm boston

2017:14 RDU okay and he's going to need i'm telling you you're gonna'
want him on a separate frequency cause you have to talk
to this one a lot do you have a

2017:20 SBV i do not have a secondary frequency at the moment uh we're
gonna work on that right now

2017:20 RDU okay

2017:25 SBV and um are you working the north i mean west also or just
north

2017:29 RDU uh i'm the coordinator right now for this whole

2017:32 SBV alaska seven fifty four is just crossing one two thousand
for aldan

2017:34 RDU okay well i'll let them know it

2017:37 SBV alright and um we'll try to get a frequency up

2017:39 RDU m b

2017:39 SBV o y

2017:40 SBV we don't need a frequency the only reason why you ask that
is because it takes so much phraseology to talk to them
they a lot of times you want them on a independent
frequency

2017:47 SBV that makes sense there ricky i'm not surprised okay
2018

2018:27 SBV non standard this guy i think you heard vacuum failure no
gyros two hours of fuel four souls on board need turns
called

2018:34 SBV so he wants no gyro vectors

2018:36 SBV he has a vacuum failure he his only piece of equipment
that's functional is his altimeter

2018:41 SBV okay so what was the no gyro vectors then for

2018:44 SBV um that's what that's what they were saying i i'm assuming
they were going to have to further go over with him what
exactly he's capable he's not i f r qualified

2018:53 SBV and where does he want to land danville

2018:56 SBV um the last it's i f r the last open place we have is
roanoke

2019:00 SBV okay that's pretty hard to get to with mountains and stuff

2019:04 SBV mountains and stuff

2019:05 RDU south boston raleigh eighty six

2019:08 SBV boston

2019:09 RDU okay we don't have control of the strip i don't know if
he's flashing at you (unintelligible)

2019:12 SBV two alpha mike is flashing at me yes

2019:13 RDU okay and so you're good with everything he does eh i
believe has an altimeter in his airplane and that's

pretty much it he can't take headings can't navigate

2019:22 SBV okay thank you radar contact two alpha mike

2019:25 RDU and what freq do you want him on

2019:27 SBV it's i've only got this one so twenty four oh five

2019:29 RDU m b

2019:29 SBV o y

2019:39 SBV what was his original destination do you know

2019:41 SBV uh columbia columbia

2019:42 SBV charleston to columbia

2019:43 SBV and he's all the way up here

2019:45 SBV yes

2019:46 SBV holy cow he was circling here when i sat down forty-five minutes ago

2019:49 SBV okay

2019:50 SBV okay so um i'll finish this they i'll stay here for a minute if you need anything um so anyway switch him

2020

2021

2022

2022:32 SBV november uh two two alpha mike how do you hear the center

2022:39 N22AM washington center two two alpha mike joining you

2022:42 SBV november two two alpha mike wahington center if that's you
checking on i hear you how do you hear me

2022:46 N22AM hear you loud and clear two two alpha mike

2022:49 SBV and two two alpha mike roger and uh you doing okay up
there uh pretty much

2022:54 N22AM yeah two two alpha mike we're calm

2022:56 SBV okay so you want to land at roanoke

2022:58 N22AM affirmative two two alpha mike

2023:00 SBV okay uh did you get the weather for it yet if not i'll
give it to you shortly

2023:04 N22AM two two alpha mike uh yeah they told me that it's uh
visibility ten miles and uh ceiling of fifteen hundred

2023:14 SBV yeah let's take a look here yeah overcast fifteen hundred
and ten miles uh visibility and it is a tricky airport to
get into there's a lot of mountains around there so just
be aware of that

2023:24 N22AM two alpha mike i'll fly my best
2024
2025

2025:19 SBV november two two alpha mike the danville uh alright stand
by one minute
2026

2026:40 SBV november two two alpha mike i'm gonna give you a left turn
towards the airport you ready

2026:46 N22AM two two alpha mike

2026:48 SBV two two alpha mike turn uh turn left

2027:00 SBV two two alpha mike stop turn
2028

2028:46 SBV november two two alpha mike uh let's try this again turn
right

2028:57 SBV november two two alpha mike turn right

2029:00 N22AM two alpha mike turning right

2029:09 SBV two two alpha mike stop turn

2029:11 N22AM two two alpha mike stopping
2030
2031

2031:12 SBV two two alpha mike turn left

2031:17 N22AM two two alpha mike turning left

2031:20 SBV two two alpha mike stop turn

2031:24 N22AM stopping turn
2032

2032:38 N22AM mayday mayday i've just lost my engines

2032:42 SBV alright is that two alpha mike

2032:43 N22AM two two alpha mike i lost them both

2032:45 SBV okay two alpha mike uh there's an airport off your left
wing and about ten miles there's one off your right wing
and about fifteen miles
2033

2033:06 SBV greensboro west two thirty emergency

2033:10 GSO greensboro

2033:10 SBV i've got this guy out here two two alpha mike on a squawk
code of two one five three just lost his engines point me

to the nearest airport that i can get him in he has no
gyros nothing

2033:20 GSO okay closest airport martinsville is on a uh two uh let's
see about a two seventy heading and sixteen miles but
they're i f r

2033:28 SBV okay

2033:28 GSO we got somebody that just landed they're going to call us
with a uh pirep

2033:33 SBV okay alright

2033:34 SBV two two alpha mike there's an airport off your left wing
and fifteen miles they are i f r though

2033:39 N22AM i'm going to need a road or something i don't have any
engines

2033:51 SBV and two two alpha mike roger
2034

2034:25 SBV and two two alpha mike there should be a highway uh i'm
thinking off your left side should be highway seventy
seven or eighty one right there in that vicinity i'm
pulling out a section chart now to find it
2035

2035:04 SBV there's a road there down fifty eight alpha mike um i
don't have any displays on this map of the highways

2035:14 N22AM alright we'll just see what we can find when we get out of
this soup

2035:17 SBV okay well the minimum vectoring altitude in that area is
three thousand one hundred feet there are a lot of
terrain and mountains there

2035:27 SBV and there's a route fifty eight that goes to danville you
probably should be pretty close there it runs east
westbound maybe a mile or two off your left or right side