



Federal Aviation Administration

Memorandum

Date: December 13, 2017

To: Aircraft Accident File ZME-ARTCC-0280

From: Memphis Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N3371W
Glasgow, KY, November 12, 2017

This transcription covers the Memphis Air Route Traffic Control Center (ARTCC) 41 R position for the time period from November 12, 2017, 1919 UTC, to November 12, 2017, 2109 UTC.

Agencies Making Transmissions	Abbreviations
N3371W	N3371W
Memphis ARTCC Bowling Green Low Altitude Radar Control Position	R41
Nashville Terminal Radar and Approach Control	BNA APCH
N228TR	N228TR
N7GS	N7GS
N5495W	N5495W
UNITED AIR LINES INC., UAL348	UAL348

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N3371W.


Matthew T. Wallace
Frontline Manager
Memphis ARTCC

1919
(1920-1948)
1949

1949:47 N3371W and memphis center seven one whiskey is with you at five point five

1949:54 R41 november three three seven one whiskey memphis center
roger bowling green altimeter three zero two six

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1949:59 N3371W three zero two six seven one whiskey
1951
(1952-1956)
1957
1957:44 N3371W and memphis center seven one whiskey we're going to uh
vary our altitude up to maintain v f r seven one whiskey

1957:53 R41 and november seven one whiskey you're gonna uh climb

1957:57 N3371W roger that we're climbing up to uh maintain v f r seven
one whiskey

1958:01 R41 roger november seven one whiskey no known or observed
traffic

1958:04 N3371W roger that seven one whiskey
1959
(2000-2004)
2005
2005:54 R41 attention all aircraft hazardous weather information
atlanta center weather advisory one zero two valid until
two two zero zero zulu from uh volunteer to charlotte to
macon to montgomery to volunteer area of patchy limited i
f r ceilings below five hundred feet and occasional
visibility below two statute miles in fog and drizzle
expect conditions to continue and spread east throughout
the period

2006:20 N3371W and memphis center seven one whiskey we hit some uh i m c
is there any vectoring to an altitude here with some uh
more visibility

2006:35 R41 and november three three seven one whiskey uh stand by

2006:41 N3371W roger that standing by

2006:42 R41 ah november seven one whiskey uh (unintelligible) need to
get reports from other aircraft and uh i'll have to go
through nashville approach might be a minute trying them
maintain v f r

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2006:54 N3371W roger that maintain v f r at this time seven one whiskey

2006:57 R41 nashville east shelbyville

2007:00 BNA APCH nashville

2007:01 R41 uh jetlink ten twenty seven can you ask him if ah about clouds uh in in his descent i have uh a v f r that's encountering clouds and wants to stear clear uh wanna know if he if he was clear of clouds in his descent

2007:17 BNA APCH okay i'll call you back

2007:18 R41 thanks (unintelligible)

2007:42 BNA APCH nashville nashville

2007:43 R41 nashville

2007:44 BNA APCH jetlink is in the clear he said the layer starts about four thoushand feet below him

2007:48 R41 okay thank you

2007:49 BNA APCH alright (unintelligible)

2007:50 R41 a r

2007:51 R41 and november seven one whiskey um can you make it how high can you go i have a jetlink that was inbound to nashville that got um he said the tops were around eight thousand or so

2008:04 N3371W we can head to eight thousand seven one whiskey

2008:07 R41 roger november seven one whiskey once you get on top

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should be clear uh he said that around uh eight thousand
or so it's uh the clouds

2008:16	N3371W	roger that will head up to eight thousand seven one whiskey
2008:19	R41	roger
2008:58	N3371W	were going down seven one whiskey seven one whiskey going down seven one (unintelligible)
2009:10	R41	and november seven one whiskey uh at your eleven o'clock uh fifteen miles is the tompkonsville airport uh that airport is uh louisville uh
2009:31	R41	november seven one whiskey radio check
2009:52	R41	and november seven one whiskey ah at your eleven o'clock fourteen miles uh is tompkonsville airport
2010		
2010:22	R41	november seven one whiskey radio check
2010:46	R41	november eight tango romeo uh request
2010:50	N228TR	yes
2010:51	R41	uh southwest uh southeast of your position an aircraft in trouble um can you fly that direction
2010:59	N228TR	ah i can for you i'm i m c at four thousand though
2011:03	R41	roger november eight tango romeo
2011:05	N228TR	let me know what you need and i can do it
2011:08	R41	roger

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2011:11 R41 (unintelligible) november seven golf sierra um can you try
and raise an aircraft

2011:17 N7GS yeah go for it what do you need

2011:18 R41 november seven one whiskey um aircraft in distress uh
currently northeast of your position about uh thirty five
miles

2011:27 N7GS seven one whiskey this is november seven golf sierra how
do you hear

2011:39 N7GS seven one whiskey this is november seven golf sierra how
do you hear

2011:47 N7GS negative response (unintelligible)
2012
2013
2014

2014:01 R41 all right um forty forty one one south of nashville
restricted area hot to one zero thousand

2014:50 R41 and november nine five whiskey just be advised uh at about
twenty miles at your eleven o'clock aircraft was in
distress lost radio communications seneca if you could uh
just keep your ears open and uh see if you see anything

2015:05 N5495W all right november four nine five were listening in do you
need us at a different altitude

2015:11 R41 all right november four nine five whiskey uh i believe
four thousand will be fine

2015:31 R41 all right um he needs to climb he is on it's i f r
conditions uh layers i had one aircraft who said leaving
one two thousand said four thousand below was the tops so
above like eight thousand or so should be clear um
(unintelligible) any questions no questions

2016:09 R41 november five four nine five whiskey if you wouldn't mind

would you mind if i vectored you in the direction of the aircraft that we lost and see if you see anything on the ground

2016:17 N5495W uh five four nine five whiskey were in i m c but we will need lower to see anything so but we can go wherever you want

2016:23 R41 alright stand by

2016:39 R41 november five four niner five whiskey uh descend and maintain three thousand fly heading of two six zero

2016:46 N5495W three thousand two six zero five four nine five whiskey
2017
2018
2018:01 N5495W memphis center five four niner five whiskey level at three still in i m c on two six zero

2018:07 R41 roger i will have uh a little bit lower here i can get you about three hundred feet here in about a minute uh on down to twenty seven hundred but uh give me about a minute

2019

2019:13 R41 november nine five whiskey descend and maintain two thousand seven hundred

2019:18 N5495W two thousand seven hundred five four nine five whiskey
2020

2020:08 R41 and november nine five whiskey you still socked in

2020:11 N5495W five four nine five whiskey still in i m c

2020:14 R41 roger
2021

2021:10 R41 november nine five whiskey uh if you would turn your squelch down and see if you can happen to pick up an e l t at all

2021:17 N5495W nine five whiskey monitoring one twenty one point five don't hear anything

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2021:21	R41	thank you
2021:45	R41	united three forty eight if you would uh check and see if your picking up an e l t turn your sqelch down please
2021:49 2022	UAL348	okay we will uh take a look
2022:04	UAL348	united three forty eight negative on the e l t right now but we will keep listening
2022:08 2023	R41	thank you sir
2023:34	R41	november seven golf sierra if you would uh turn your sqelch down and uh see if you pick up an e l t
2023:40	N7GS	do it now
2023:50	N7GS	negative for seven golf sierra and we have been listening since uh you radioed the first time to try and get ahold of them we haven't heard anything
2023:57 2024 2025 2026	R41	thanks man
2026:59	R41	ah yeah you should be ah you should be uh entering the area where we lost an aircraft uh last transmission about four to five minutes
2027:06	N5495W	five four nine five whiskey were still monitoring one twenty one point five and in i m c
2027:10 2028 (2029-2030) 2031	R41	thank you
2031:23	R41	november nine five whiskey if you would uh just drop down to twenty seven hundred again just to make sure we don't have any clear area and then you can climb back to four if you don't see anything down there

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2031:33 N5495W ah four nine five whiskey at twenty seven hundred
2032
2033
2034
2034:33 R41 and november five four nine five whiskey your right over
the uh area of the last transmission if you would just
try and transmit in the blind for a november three three
seven one whiskey and just see if anyone happens to
respond

2034:45 N5495W three three seven one whiskey five four nine five whiskey
any response

2034:54 N5495W three three seven one whiskey do you read me
2035

2035:09 N5495W memphis center no response on uh your frequency or one
twenty one point five

2035:14 R41 thank you sir and a so still i m c at twenty seven hundred
there

2035:17 N5495W still i m c at twenty seven hundred

2035:19 R41 november nine five whiskey roger you can climb and
maintain four thousand appreciate the help advise when
you have the weather and notams at bowling green and type
of approach requested

2036
2037
2038
2038:40 R41 ah you closing the d side i have a through e no questions
2039
(2040-2108)
2109

End of Transcript
