



Federal Aviation Administration

Memorandum

Date: April 16, 2018
To: Aircraft Accident File 18-001-ZMA
From: Miami Air Route Traffic Control Center
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N4ZQ
Stuart, FL, March 31, 2018

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R60 R position for the time period from March 31, 2018, 1310 UTC, to March 31, 2018, 1438 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N4ZQ.


Glenn E. Rivera
Support Specialist
Miami ARTCC

Agencies Making Transmissions

Abbreviations

LNC2, N4ZQ

N4ZQ

Miami ARTCC Georgetown Sector, Radar
Controller

R60

Nassau International Airport Approach
Control, Nassau, BS

MYNN

AMERICAN AIRLINES INC., AAL1181

AAL1181

1310

(1311-1339)

1340

1340:29 N4ZQ good morning miami center lancair november four zulu
quebec

1340:35 R60 november four zulu quebec miami center go ahead

1340:39 N4ZQ uh four zulu quebec is uh just passing through six
thousand and we are uh twenty two northwest of uh stella

18-001-ZMA

N4ZQ

maris en route to surfn intersection

1340:52 R60 november four zulu quebec roger squawk four five seven zero

1340:58 N4ZQ uh miami center four zulu quebec has just had a transponder failure unable

1341:05 R60 and november four zulu quebec uh roger stand by

1341:34 N4ZQ miami center four zulu quebec
1342

1342:15 N4ZQ miami center lancair four zulu quebec
1343

1343:22 N4ZQ miami center lancair four zulu quebec

1343:25 R60 november four zulu quebec go ahead

1343:28 N4ZQ uh yes sir our transponder is back on line and uh give us the squawk code please

1343:33 R60 november four zulu quebec squawk four five seven zero

1343:37 N4ZQ four five zeven zero four zulu quebec
1344
1345

1345:28 R60 november four zulu quebec ident

1345:32 N4ZQ ident

1345:51 N4ZQ miami center four zulu quebec our transponder is off line again

1345:55 R60 uh four zulu quebec affirmative radar contact lost
1346

1346:06 R60 and november four zulu quebec do you think that you're going to get it back or uh would it be broken or

1346:12 N4ZQ hard to say we just uh pulled a breaker and we're going to let it uh cool for a minute try to get it back

1346:18 R60 november four zulu quebec roger please advise
1347
1348
1349

1349:48 N4ZQ miami center november four zulu quebec squawking four five seven zero

1349:54 R60 november four zulu quebec uh roger still not getting the uh your transponder
1350

1350:18 R60 november four zulu quebec uh radar contact northwest of stella maris airport eh five zero miles cleared to fort pierce airport uh via direct surfn that's sierra uniform romeo foxtrot november bahama route sixty two victor angee direct eh maintain eight thousand and say flight level

1350:42 N4ZQ four zulu quebec uh eight thousand we're cleared to fort pierce airport airport via surfn intersection uh direct four zulu quebec

1350:52 R60 and november four zulu quebec it's surfn sierra uniform romeo foxtrot november join the airway bahama route sixty two victor to angee that's alpha november golf echo echo direct fort pierce maintain eight thousand nassau altimeter three zero one one

1351:17 N4ZQ four zulu quebec cleared to fort pier pierce via uh surfn intersection uh route sixty two victor angee direct

1351:26 R60 uh four zulu quebec readback correct and just want to make sure the airways is uh bravo romeo sixty two victor confirm

1351:37 N4ZQ bravo romeo sixty two victor four zulu quebec

1351:41 R60 four zulu quebec readback correct
1352
(1353-1355)

1356
1356:08 R60 nassau georgetown overflight

1356:29 R60 nassau georgetown overflight overflight

1356:41 MYNN nassau

1356:45 R60 i got an inbound for you november four zulu quebec is a lima november charlie two slant golf he departed uh stella maris landing fort pierce direct surfn he will be abeam bosar at one four zero seven eight thousand and his squawk four five seven zero and uh be advised the uh transponder is was going uh in and out it was not functioning about ten minutes ago uh right now it's back to normal but just wanted to let you know

1357:16 MYNN okay i'll make a note of that (unintelligible)

1357:18 R60 say again

1357:21 MYNN thank you for the uh information
1358
1359

1359:06 N4ZQ miami center four zulu quebec altimeter check

1359:10 R60 november four zulu quebec uh nassau altimeter three zero one one

1359:15 N4ZQ three zero one one thank you

1359:17 R60 you're welcome
1400

1400:32 R60 november four zulu quebec traffic at uh five o'clock and about one uh six miles going uh westbound altitude indicates uh fourteen thousand six hundred and the type is unknown

1400:48 N4ZQ four zulu quebec looking
1401
(1402-1404)

1405
1405:03 R60 nassau georgetown handoff

1405:13 MYNN and who was that calling

1405:15 R60 this is uh georgetown i got a handoff for you east of the
uh northeast of bosar one six miles november four zulu
quebec eight thousand and the transponder four five seven
zero

1405:28 MYNN radar contact frequency one two five three

1405:30 R60 one two five point three wilco papa delta

1405:34 MYNN (unintelligible)
1406

1406:36 R60 november four z zulu quebec contact nassau approach one uh
two five point three

1406:49 R60 november four zulu quebec nassau approach one two five
point three

1406:59 N4ZQ miami center four zulu quebec

1407:01 R60 november four zulu quebec go ahead

1407:08 R60 november four zulu quebec go ahead

1407:16 R60 american eleven eight eighty one a relay request

1407:20 AAL1181 uh eleven eighty one go ahead

1407:21 R60 americal eleven eighty one can you advise november four
zulu quebec to contact nassau approach on one two five
point three

1407:30 AAL1181 all right november four zulu quebec twenty five three will

do

1407:35 AAL1181 and november four zulu quebec this is american one one
eight one

1407:40 N4ZQ go ahead american

1407:42 AAL1181 yeah uh the miami center's looking for you on one twenty
five decimal three i'm sorry nassau

1407:50 N4ZQ one twenty five three thank you sir

1407:52 AAL1181 he got it guys

1407:53 R60 american eleven eighty one roger thank you
1408
(1409-1437)
1438

End of Transcript



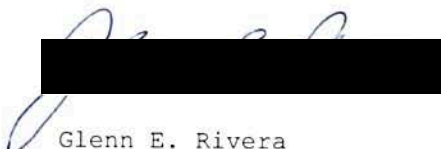
Federal Aviation Administration

Memorandum

Date: April 19, 2018
To: Aircraft Accident File 18-001-ZMA
From: Miami Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N4ZQ
Stuart, FL, March 31, 2018

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) D61 RA position for the time period from March 31, 2018, 1359 UTC, to March 31, 2018, 1516 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N4ZQ.


Glenn E. Rivera
Support Specialist
Miami ARTCC

Agencies Making Transmissions	Abbreviations
Nassau International Airport Approach Control, Nassau, BS	MYNN
Miami ARTCC Nassau Low Sector, Radar Associate Controller	D61
Unknown Agency	UNK
Miami ARTCC Abaco Low Sector, Radar Controller	R44

1359
(1400-1428)
1429

1429:10 MYNN (unintelligible) intermittent transponder

1429:12 D61 nassau low go ahead

1429:15 MYNN yes sir i got a handoff for you intermittent transponder actually about ten east of sydney at eight thousand it's

18-001-ZMA
N4ZQ

four zulu quebec

1429:26 D61 ten east of sydney

1429:30 MYNN that's correct he's at eight thousand feet going northwest
bound level at eight thousand transponder is uh in and
out

1429:36 D61 what's the transponder code

1429:40 MYNN his code is four five zero seven i think

1429:50 UNK intermittent transponder code november four zulu quebec
say position

1429:53 D61 uh

1429:56 MYNN he's got four five seven zero i gave you the wrong code

1429:59 D61 four five seven zero roger stand by november four zulu
quebec i don't see him up there you said he's uh ten east
of sydney

1430:18 MYNN well actually now he's uh about six northeast of sydney
heading northwest bound at eight thousand

1430:28 D61 okay i don't see him as i'm looking for him i've got a
hankx handoff five northwest of hankx gamajet eight forty
eight

1430:34 MYNN radar

1430:35 D61 roger uh i'm still looking stand by

1430:56 D61 and nassau say his uh position again the four zulu quebec
we're not picking him up this is an i f r guy

1431:04 MYNN okay right now he's about uh

1431:05 D61 (unintelligible) i don't know where he's at

1431:06 MYNN make it five southeast of great harbour cay northwest bound

1431:10 D61 say that position uh i'm sorry i i couldn't just say that exact position again

1431:15 MYNN about four miles southeast of great harbour cay

1431:19 D61 four miles southeast and he's i f r right

1431:29 D61 all right i guess if you can have him just uh reset his transponder and and they can just put him on us then we'll we'll try to we'll try to identify him

1431:41 MYNN all right papa zulu

1431:42 D61 okay l q
1432
(1433-1444)
1445

1445:25 R44 r forty four

1445:26 D61 novem uh sixty one november four seven quebec just reported lauth

1445:29 R44 b r

1445:30 D61 l q
1446
(1447-1515)
1516

End of Transcript



Federal Aviation Administration

Memorandum

Date: April 19, 2018
To: Aircraft Accident File 18-001-ZMA
From: Miami Air Route Traffic Control Center
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N4ZQ
Stuart, FL, March 31, 2018

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R61 R position for the time period from March 31, 2018, 1402 UTC, to March 31, 2018, 1515 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N4ZQ.


Glenn E. Rivera
Support Specialist
Miami ARTCC

Agencies Making Transmissions

Abbreviations

Miami ARTCC Nassau Low Sector, Radar
Controller
LNC2, N4ZQ

R61

N4ZQ

1402
(1403-1431)

1432

1432:18 R61 november four zulu quebec miami center

1432:22 N4ZQ four zulu quebec's up

1432:24 R61 november four zulu quebec you said you're having uh
transponder issues

1432:30 N4ZQ yes sir it's intermittent and then it fails uh we've got
it off line at the moment hopefully it will cool down we

18-001-ZMA
N4ZQ

are proceeding direct surfn and we are a hundred and forty two miles out

1432:43 R61 november four zulu quebec roger join bahama route sixty five victor then direct freeport and then join bahama route sixty two victor to angee

1433

1433:01 N4ZQ okay four zulu quebec uh join sixty five victor to freeport sixty two victor to angee four zulu quebec

1433:59 R61 november four zulu quebec report established on bahama route sixty five victor

1434:04 N4ZQ four zulu quebec

1435

(1436-1437)

1438

1438:40 N4ZQ miami center four zulu quebec established on sixty five victor

1438:45 R61 november four zulu quebec say uh d m e from freeport

1438:52 N4ZQ stand by
1439

1439:12 N4ZQ four zulu quebec is uh forty nine miles from freeport

1439:16 R61 november four zulu quebec roger
1440

1440:50 R61 november four zulu quebec report passing lauth intersection

1440:58 N4ZQ uh spell that for four zulu quebec
1441

1441:01 R61 november four zulu quebec it's lima alpha uniform tango hotel

1441:09 N4ZQ lima alpha uniform tango hotel four zulu quebec

1442

1443

1444

1444:39 N4ZQ miami center four zulu quebec crossing lauth intersection requesting direct angee

Page 3 of 3

1444:45 R61 november four zulu quebec contact miami center one three
four point two

1444:53 N4ZQ one three four point two four zulu quebec
1445
(1446-1514)
1515

End of Transcript



Federal Aviation Administration

Memorandum

Date: April 19, 2018
To: Aircraft Accident File 18-001-ZMA
From: Miami Air Route Traffic Control Center
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N4ZQ
Stuart, FL, March 31, 2018

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R44 R position for the time period from March 31, 2018, 1415 UTC, to March 31, 2018, 1523 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N4ZQ.


Glenn E. Rivera
Support Specialist
Miami ARTCC

Agencies Making Transmissions	Abbreviations
LNC2, N4ZQ	N4ZQ
Miami ARTCC Abaco Low Sector, Radar Controller	R44
Miami ARTCC Nassau Low Sector, Radar Associate Controller	D61
Miami ARTCC Freeport Low Sector, Radar Associate Controller	D21

1415
(1416-1444)
1445

1445:09 N4ZQ good morning miami center lancair four zulu quebec eight thousand just passing lauth intersection

1445:25 R44 r forty four

1445:26 D61 novem uh sixty one november four seven zulu quebec just

18-001-ZMA
N4ZQ

reported lauth

1445:29	R44	b r
1445:30	D61	l q
1445:45	N4ZQ	good morning miami center lancair four zulu quebec eight thousand uh four point uh zero miles from lauth intersection
1445:54	R44	november four zulu quebec miami center the freeport altimeter three zero one four
1446:00	N4ZQ	zero one four and uh requesting direct angee intersection
1446:07	R44	november four zulu quebec unable
1446:12	N4ZQ	four zulu quebec
1447		
(1448-1449)		
1450		
1450:39	R44	november four zulu quebec say position
1450:48	R44	november four zulu quebec say position
1450:50	N4ZQ	(unintelligible)
1450:52	R44	november four zulu quebec i think i stepped on you say again
1450:56	N4ZQ	yes we're twelve miles from freeport v o r
1451:00	R44	november four zulu quebec thank you and uh report passing freeport
1451:05	N4ZQ	four zulu quebec

1451:25 D21 d twenty one

1451:27 R44 r forty four i'm not sure you were told about november
four zulu quebec he's uh non radar having transponder
issues

1451:32 D21 say again he's uh non radar he's having transponder issues

1451:35 R44 affirmative he uh just reported twelve southeast of
freeport he's going to report passing freeport

1451:38 D21 he's going to report passing freeport and he's at eight
thousand

1451:41 R44 affirmative

1451:42 D21 uh wilco and uh just uh put him on us

1451:46 R44 wilco

1451:46 D21 l z

1451:47 R44 b r
1452

1452:10 R44 november four zulu quebec contact miami center one three
two point niner five

1452:18 N4ZQ one three two niner five four zulu quebec
1453
(1454-1522)
1523

End of Transcript



Federal Aviation Administration

Memorandum

Date: April 20, 2018
To: Aircraft Accident File 18-001-ZMA
From: Miami Air Route Traffic Control Center
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N4ZQ
Stuart, FL, March 31, 2018

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) D21 RA position for the time period from March 31, 2018, 1421 UTC, to March 31, 2018, 1532 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N4ZQ.


Glenn E. Rivera
Support Specialist
Miami ARTCC

Agencies Making Transmissions	Abbreviations
Miami ARTCC Freeport Low Sector, Radar Associate Controller	D21
Miami ARTCC Abaco Low Sector, Radar Controller	R44
Miami ARTCC Palm Beach Low Sector, Radar Associate Controller	D20

1421
(1422-1450)

1451
1451:25 D21 d twenty one

1451:27 R44 r forty four i'm not sure you were told about november four zulu quebec he's uh non radar having transponder issues

1451:32 D21 say again he's uh non radar he's having transponder issues

18-001-ZMA
N4ZQ

Page 2 of 2

1451:35 R44 affirmative he uh just reported twelve southeast of
freeport he's going to report passing freeport

1451:38 D21 he's going to report passing freeport and he's at eight
thousand

1451:41 R44 affirmative

1451:42 D21 uh wilco and uh just uh put him on us

1451:46 R44 wilco

1451:46 D21 l z

1451:47 R44 b r
1452
(1453-1500)
1501
1501:42 D20 r twenty

1501:43 D21 d twenty one

1501:43 D20 or d twenty

1501:44 D21 uh r twenty correction d twenty one northwest of freeport
november four zulu quebec transponder problem updated in
the system uh he's uh level at eight thousand primary
only

1501:52 D20 okay r r

1501:53 D21 (unintelligible)
1502
(1503-1531)
1532

End of Transcript



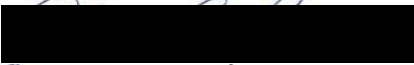
Federal Aviation Administration

Memorandum

Date: April 20, 2018
To: Aircraft Accident File 18-001-ZMA
From: Miami Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N4ZQ
Stuart, FL, March 31, 2018

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R21 R position for the time period from March 31, 2018, 1422 UTC, to March 31, 2018, 1533 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N4ZQ.


Glenn E. Rivera
Support Specialist
Miami ARTCC

Agencies Making Transmissions	Abbreviations
LNC2, N4ZQ	N4ZQ
Miami ARTCC Freeport Low Sector, Radar Controller	R21

1422
(1423-1451)
1452
1452:32 N4ZQ good morning miami center lancair four zulu quebec eight thousand

1452:37 R21 november four zulu quebec miami center roger freeport altimeter three zero one four and uh understand you're having uh some transponder issues

1452:47 N4ZQ uh that's affirmative intermittent failure and we're proceeding direct to the freeport v o r then outbound on sixty two victor to angee

18-001-ZMA
N4ZQ

Page 2 of 2

1452:57 R21 november four zulu quebec roger thank you and uh report
freeport

1453:03 N4ZQ four zulu quebec
1454
1455
1456

1456:05 N4ZQ miami center lancair four zulu quebec is outbound on sixty
two victor we're four and a half from freeport

1456:13 R21 november four zulu uh quebec roger thank you
1457
(1458-1500)

1501
1501:10 R21 november uh four zulu quebec report uh jakel please

1501:17 R21 november four zulu quebec report jakel

1501:22 N4ZQ report jakel and spelling please

1501:24 R21 uh november four zulu quebec that's on bahama route six
two victor it's uh juliett alpha kilo echo lima

1501:36 N4ZQ juliett alpha kilo echo lima four zulu quebec
1502

1502:16 R21 november four zulu quebec contact miami center one three
two point one five and report jakel

1502:26 N4ZQ one three two one five report jakel four zulu quebec
1503
(1504-1532)
1533

End of Transcript



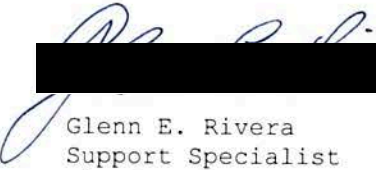
Federal Aviation Administration

Memorandum

Date: April 27, 2018
To: Aircraft Accident File 18-001-ZMA
From: Miami Air Route Traffic Control Center
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N4ZQ
Stuart, FL, March 31, 2018

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) D20 RA position for the time period from March 31, 2018, 1431 UTC, to March 31, 2018, 1610 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N4ZQ.


Glenn E. Rivera
Support Specialist
Miami ARTCC

Agencies Making Transmissions	Abbreviations
Miami ARTCC Palm Beach Low Sector, Radar Associate Controller	D20
Miami ARTCC Freeport Low Sector, Radar Associate Controller	D21
Palm Beach International Airport, Approach Control	PBI
United States Air Force, Eastern Air Defense Sector	EADS
Miami ARTCC Melbourne Low Sector, Radar Controller	R4

1431
(1432-1500)

1501
1501:42 D20 r twenty

1501:43 D21 d twenty one

18-001-ZMA
N4ZQ

1501:44 D20 or d twenty

1501:44 D21 uh r twenty correction d twenty one northwest of freeport
november four zulu quebec transponder problem updated in
the system uh he's level at eight thousand primay only

1501:52 D20 okay r r

1501:53 D21 (unintelligible)
1502
(1503-1513)
1514

1514:09 D20 south sixty nine line this is palm beach low with a manual
handoff

1514:13 PBI palm beach

1514:14 D20 about uh five miles southeast of surfn intersection is a
primary target

1514:18 PBI i don't

1514:19 D20 (unintelligible)

1514:19 PBI see any primary target right now

1514:21 D20 what

1514:22 PBI i have no primary target out there

1514:23 D20 oh you don't okay

1514:24 PBI nope

1514:24 D20 all right i'll call you when he gets a little closer then

1514:25 PBI okay well when when i do see him

1514:26 D20 it's november four zulu quebec he'll be uh let's see the last thing he was doing is angee so we'll have him direct angee

1514:33 PBI (unintelligible)

1514:33 D20 he was rnav but he just uh he lost the transponder en route

1514:36 PBI four zulu quebec

1514:37 D20 affirmative he's

1514:38 PBI he

1514:38 D20 coming in to fort pierce

1514:39 PBI i f r

1514:40 D20 yes i'll

1514:41 PBI okay

1514:41 D20 call you in a little bit

1514:41 PBI can you give him direct to wadas for the approach he needs the approach if you can do it

1514:44 D20 wadas is over

1514:45 PBI w a d a s

1514:47 D20 yeah but eh isnt't that doesn't that get in the near the

stuart area

1514:51 PBI nah he's fine with wadas i've been doing that since i got
i when i catch them from you i i go direct wadas

1514:55 D20 okay uh we'll give him wadas uh when he can he's deviating
around some weather right now (unintelligible)

1514:58 PBI and what altitude is he at

1515:00 D20 four thousand level

1515:01 PBI four thousand level all right thanks (unintelligible)

1515:02 D20 r r

1515:02 PBI all right i'm good with that

1515:02 D20 i'll i'll

1515:03 PBI and i'll let you know if i see a primary out there

1515:03 D20 i'll call you with a better primary when he gets closer

1515:05 PBI all right thanks

1515:06 D20 r r
1516
(1517-1518)
1519

1519:30 D20 swomp forty two

1519:37 D20 swomp forty two

1519:52 D20 swomp forty two

1519:54	PBI	swomp
1519:55	D20	do you see a primary target about uh five miles northeast of swomp
1520:00	PBI	no
1520:01	D20	say again
1520:02	PBI	no negative
1520:03	D20	thanks r r
1520:04	PBI	b p
1520:10	D20	huntress on the zero four line palm beach low
1520:18	EADS	huntress on
1520:19	D20	uh the four zulu quebec that we were following uh i we don't show a primary target anywhere we're not talking to him any more no communication do you see a target still
1520:27	EADS	uh no
1520:27	D20	a primary
1520:28	EADS	we were we were we were just looking at the same thing it's like he hit a certain point and just disappeared off our scope um we had some scattered radar uh returns but then
1520:38	D20	okay thank you
1520:38	EADS	and then nothing more in the area yep

1520:40 D20 r r
1521
1522
1523
1523:17 R4 he's nordo right now

1523:18 PBI where's he at though we don't even see him on radar

1523:20 R4 he's he we

1523:22 PBI did you guys

1523:23 R4 we don't we don't we lost him i don't know uh palm beach
low was working him

1523:27 PBI palm beach low's working him

1523:29 D20 palm beach low was working him palm beach low's on the
line now

1523:31 PBI okay

1523:32 D20 he was at four thousand feet we lost him then when able
direct wadas intersection at four thousand feet we're not
talking to him but no no other clearance at all just at
four thousand and he was level

1523:42 PBI he was level though but we don't we don't see him at all
cause we have no

1523:45 D20 we don't see him either and we lost the primary and uh we
don't we we uh put out an alnot right now we're not
(unintelligible)

1523:50 PBI you guys got the alnot going on okay

1523:51 D20 yes we do

1523:52 PBI okay all right thanks j o
1524

1524:53 D20 south sixty nine line palm beach low
1525

1525:01 PBI palm beach

1525:02 D20 (unintelligible)

1525:02 PBI (unintelligible)

1525:03 PBI go ahead

1525:04 D20 november one two zero papa alpha five thousand your
approval

1525:07 PBI direct uh fort pierce he's going to have to hold i don't
know where this guy at four thousand is

1525:10 D20 correct i know direct fort pierce right

1525:12 PBI direct fort pierce at five

1525:12 D20 r r

1525:13 PBI i'll take him there

1525:14 D20 r r thank you
1526
1527

1528:00 D20 north sixty nine line correction south sixty nine line
reference one two zero papa alpha

1528:06 PBI palm beach

1528:07 D20 this is palm beach low uh he's going to try to help us
look for that uh aircraft we might have lost

1528:11 PBI okay

1528:11 D20 and uh he's going to do a three hundred sixty degree turn
there could you just point him out to i for me if

1528:15 PBI i will

1528:15 D20 they can do it

1528:15 PBI i will uh i'll take him there and then work him and just
keep uh low level if you want to do that and take a point
out at swomp

1528:21 D20 uh affirmative

1528:22 PBI okay and then just switch him to thirty two eight and uh
i'll just i'll probably descend him to two or three
thousand feet out there

1528:26 D20 okay

1528:26 PBI see what we can do

1528:26 D20 okay one three two point eight

1528:28 PBI yep

1528:28 D20 r r

1528:29 PBI thanks man
1529

1529:13 D20 did anybody hear an e l t at all
1530
(1531-1536)
1537

1537:22 D20 uh weather is a factor uh near swomp but you know they

1537:26 D20 yes

1537:26 D20 they all head over here from swomp and northeast uh there are some deviations for the most part the rides are good uh most of them are i m c but when you ask them they're at uh eight thousand or six thousand they're still i m c um the one at four thousand didn't say he was deviating he just started turning he asked him are you deviating and the guy and we started losing the communications so he that one there at swomp i guess

1537:49 D20 twenty one

1537:50 D20 is a maybe a worse cell east east east what

1537:54 D20 twenty one

1537:54 D20 twenty one's calling d twenty
1538

1538:09 D20 so east east east (unintelligible) but we're still doing the t f rs four zulu quebec last communications was a primary target only and uh we had communication i don't know the i don't know what time they got it marked i'm sure up there but um (unintelligible) lost communication and then lost the radar at the same time

1538:33 D20 okay (unintelligible)

1538:34 D20 uh and they're looking for him they got an alnot for you know so that's

1538:37 D20 all right

1538:37 D20 been taken care of and harvey's taking care of it and uh we had like i said he was primary the whole way so they might have lost him where uh

1538:44 D20 okay

Page 10 of 10

1538:45 D20 what's up

1538:55 D20 all right and you heard that one zero miles in trail now
and that they're doing (unintelligible)

1539:00 D20 from the r side at swomp

1539:00 D20 yeah

1539:01 D20 (unintelligible)

1539:01 D20 and they're supposed to go over swomp for palm beachers
that's it r r

1539:04 D20 h e
1540
(1541-1609)
1610

End of Transcript



Federal Aviation Administration

Memorandum

Date: April 20, 2018
To: Aircraft Accident File 18-001-ZMA
From: Miami Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N4ZQ
Stuart, FL, March 31, 2018

This transcription covers the Miami Air Route Traffic Control Center (ARTCC) R20 R position for the time period from March 31, 2018, 1433 UTC, to March 31, 2018, 1630 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N4ZQ.


Glenn E. Rivera
Support Specialist
Miami ARTCC

Agencies Making Transmissions	Abbreviations
LNC2, N4ZQ	N4ZQ
Miami ARTCC Palm Beach Low Sector, Radar Controller	R20
Unknown Agency	UNK
BE58, N120PA	N120PA
Palm Beach International Airport, Approach Control	PBI
RV6, N895PM	N895PM

1433
(1434-1502)
1503
1503:18 N4ZQ miami center lancair four zulu quebec passing jakel

1503:22 R20 november four zulu quebec miami center palm beach
altimeter three zero zero four say altitude

18-001-ZMA
N4ZQ

1503:27 N4ZQ eight thousand four zulu quebec
1504
(1505-1506)
1507
1507:57 R20 november four zulu quebec verify your destination is fort
pierce and your type of aircraft

1508:02 N4ZQ destination fort pierce and we're an experimental lancair
lima november charlie two

1508:10 R20 november four five quebec say position from uh fort pierce

1508:18 N4ZQ uh four zulu quebec is fifty one miles uh from angee
intersection
1509

1509:11 R20 november five zulu quebec cross surfn correction november
five zulu quebec descend and maintain four thousand
report leaving every two thousand feet

1509:21 N4ZQ leaving eight for four report every two four zulu quebec
1510
1511
1511:31 R20 november four zulu quebec uh descend and maintain four
thousand to be level within five minutes

1511:42 R20 november four zulu quebec descend and maintain four
thousand to be level within five minutes

1511:47 N4ZQ down to four thousand four zulu quebec

1511:49 R20 but you have to meet that time restriction november four
zulu quebec

1511:53 N4ZQ four zulu quebec five minutes
1512

1512:37 R20 november four zulu quebec areas of moderate to heavy
precipitation eleven to one o'clock three miles area's
one five miles in diameter

1512:44 UNK blocked

1512:45 R20 november four zulu quebec areas of moderate to heavy precipitation eleven to one o'clock three miles area's one five miles in diameter

1512:51 N4ZQ four zulu quebec
1513

1513:31 R20 november four zulu quebec say altitude

1513:34 N4ZQ uh fifty one hundred here

1513:36 R20 november four zulu quebec you were uh told to report every two thousand feet

1513:40 R20 yes we reported six sir

1513:42 R20 well it was silent
1514

1514:11 N4ZQ four zulu quebec four thousand

1514:13 R20 november four zulu quebec thank you
1515

1515:08 R20 november four zulu quebec are you deviating

1515:12 N4ZQ negative but we could use ten degrees left

1515:14 R20 november four zulu quebec when able proceed uh direct wadus whiskey alpha delta uniform sierra wadus

1515:29 R20 november four zulu quebec did you copy wadus fort pierce which is whiskey alpha delta uniform sierra initial heading for wadus is heading of uh let me guesstimate about a (unintelligible) three hundred heading

1515:46 N4ZQ (unintelligible)

1515:54 R20 aircraft are blocking each other please uh november four zulu quebec wadas whiskey alpha delta alpha sierra direct fort pierce wadas fort pierce

1516:05 1517	N4ZQ	wadas fort pierce four zulu quebec
1517:40	R20	november four zulu quebec radar contact lost how do you hear this transmitter
1517:49	R20	november four zulu quebec radar contact lost reset transpond reset transponder squawk disregard the squawk uh say position and altitude november four quebec zulu quebec
1518:08	R20	november four zulu quebec miami
1518:14	R20	november one two zero papa alpha can you do me a favor and try to relay for november four zulu quebec
1518:20	N120PA	affirmative uh break november four zulu quebec
1518:35	N120PA	eh no response from him miami
1518:41 1519	R20	november four zulu quebec miami
1519:06	R20	november four zulu quebec landing fort pierce how do you hear miami center
1519:37	R20	palm beach south three sixty nine line block and information
1519:41	PBI	palm beach
1519:42	R20	block four thousand over uh surfn
1519:45	PBI	i am
1519:46	R20	and november four zulu quebec is non responsive
1519:49	PBI	okay but

1519:50 R20 uh (unintelligible)

1519:51 PBI uh do you have an estimate when of when he's supposed to hit fort pierce

1519:54 R20 no

1519:55 PBI no nothing

1519:56 R20 (unintelligible) uh he was no not really he he was he started to deviate about two minutes ago and i lost him

1520:01 PBI okay

1520:02 R20 uh let me see if i can get you an estimate right now

1520:04 PBI okay thank you

1520:05 R20 golf zulu

1520:18 R20 palm beach south three sixty nine line reference uh the estimate

1520:20 PBI palm beach

1520:21 R20 estimate one five three zero

1520:23 PBI one five three zero to fort pierce airport

1520:25 R20 and

1520:25 PBI all right

1520:26 R20 apreq november five papa alpha five papa alpha at five thousand fort pierce lander

1520:29 PBI uh from from surfn area

1520:31 R20 affirmative

1520:32 PBI oh that's going to be great uh approved

1520:34 R20 golf zulu

1520:34 PBI (unintelligible)
1521

1521:32 R20 november zero papa alpha are you able to be vectored a little bit to the right i need you to get a little uh closer to another aircraft's position that we're trying to locate see if you can uh see anything

1521:43 N120PA all right for papa alpha i could go maybe a couple of degrees but i'm shooting through this gap of this precip right now

1521:49 R20 november zero papa alpha continue deviating as necessary descend and maintain five thousand and once we're past the precipitation we'll see what we can uh if we can get a little closer to to the position of the aircraft

1521:59 N120PA yes as soon as we get past this precipitation at one o'clock just give me a vector and i'll help you out

1522:03 R20 thank you

1522:06 R20 november four zulu quebec miami
1523

1523:03 R20 november one two zero papa alpha can you try to relay one more time for november four zulu quebec

1523:08 N120PA affirmative break november four zulu quebec one two zero papa alpha for miami four zulu quebec

1523:59 N120PA miami no joy on the uh relay

1524:06 R20 november zero papa alpha roger

1524:09 R20 november zero papa alpha okay do you see anything off your
uh right wing eh uh the aircraft was at four thousand er
uh a couple of minutes ago

1524:16 N120PA i'm i m c right now for one two zero papa alpha

1524:39 N120PA miami from papa alpha uh off my right wing is uh a cell of
precip pretty good

1524:45 R20 november zero papa alpha roger
1525

1525:35 R20 november zero papa alpha expect holding with palm beach
approach contact palm beach approach one three two point
november zero papa alpha actually are you able to turn
northbound at this time

1525:44 N120PA papa alpha yes coming around north

1525:47 R20 november zero papa alpha don't get anywhere in b uh close
to the precipitation i just want to see if you you can
see anything uh south of you

1525:55 N120PA all right uh this uh how about three zero zero

1525:59 R20 november zero papa alpha roger uh fly heading three zero
zero vectors for precipitation

1526:04 N120PA all right papa alpha three zero zero

1526:06 R20 november zero papa alpha uh can you monitor one two one
point five one two one point five and see if you hear any
e l ts and and uh come back to me please

1526:14 N120PA all right i'll be monitoring papa alpha
1527

1527:11 R20 november zero papa alpha nothing off your right wing

1527:16 N120PA uh that's going to be negative i can hear him trying to raise him on guard but uh anything to the north of me is going to be all in that precip or i'd go

1527:23 R20 november zero papa alpha roger contact palm beach approach one three two point eight thank you for your help sir

1527:28 N120PA all right three two eight good luck papa alpha

1527:43 N120PA miami papa alpha is this about where you lost him right here where i (unintelligible)

1527:48 R20 in that in that vicinity november zero papa alpha a little bit uh to your northeast

1527:52 N120PA uh he's tracking a three sixty

1527:56 R20 november zero papa alpha approved as requested

1527:58 N120PA all right we'll be doing a three sixty in and out of uh i m c back to the south and uh i i think i just saw something

1529

1529:05 R20 november zero papa alpha i appreciate your help contact palm beach approach one three two point eight advise them if you see anything please

1529:11 N120PA all right three two eight papa alpha

1530
(1531-1532)
1533

1533:10 R20 november four zulu quebec miami

1533:54 R20 november five papa mike can you check uh e the guard frequency one two one point five and see if you pick up any e l ts

1534:03 N895PM okay one two one dot five uh wilco

1534:38 N895PM and miami five papa mike negative on the one twenty one dot five

1534:42 R20 you are hearing an e l t november five papa mike

1534:44 N895PM uh negative

1534:46 R20 november five papa mike roger thank you
1535
(1536-1555)
1556

1556:18 R20 r twenty weather's a factor precipitation is real aircraft are not not uh getting through this maybe there it's breaking up here so you can go through here but this aircraft tried and we don't know where he is use caution

1556:38 R20 be careful in this vicinity here

1556:40 R20 all right

1556:40 R20 we're blocking four and below for november four zulu quebec which is uh coast tracking we can't get to the position where he coast tracked here and and if they want

1557

1557:13 R20 um we're blocking four and below for november four zulu quebec um the aircraft on the fisel transition are not complaining if they stay high but over swomp they will deviate for this we're single streaming palm uh palm beachers over swomp and boca ratons over chado forty six has my tbird shelf all (unintelligible) palm beach is east november sierra india and bravo are open lauderdale's east romeo's open miami's east sierra's open twenty five thirty two on the flash through uret's up to date backup active edarc codes are being monitored fort pierce asop is out flotus t f rs are in effect thirty mile ring ten mile ring use caution and uh the croaker cap is active nineteen to twenty and the air refueling track active twenty one to twenty three traffic american twelve thirty four gone delta (unintelligible) two sixty and two eighty silver wings eighty nine and uh

1558:28 R20 uh we're going five thousand with the turboprops on top uh five thousand for the for the block at four and below and

uh sector four and twenty three have been taking some of
the fort piercers this is new he knows about the
precipitation not deviating new knows about the
precipitation on the arrival descending to fourteen for
november seven romeo papa one whiskey whiskey's deviating
when able treasure at ten thousand being watched by palm
beach romeo papa is uh direct to treasure cay

1559

1559:01 R20 and that's it

1559:01 R20 all right

1559:02 R20 golf zulu

1559:02 R20 (unintelligible)

1600

(1601-1629)

1630

End of Transcript