



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Colorado, Idaho, Montana,
Oregon, Utah, Washington,
Wyoming

Seattle Flight Standards District Office

January 5, 2017

ICDR Mike Peck
Whidbey ATC Officer
Whidbey Navy Air Station

Dear ICDR Peck:

The Federal Aviation Administration (FAA) Flight Standards District Office (FSDO) Renton, Washington is formally requesting all radar tracking information and all radio communication concerning Cessna Aircraft 182P, registration number N52388, serial number 18262571.

The aircraft was reported to be in your area on the night of December 29, 2016. Consequently, it was also reported to the FAA as "lost contact" at 0312Z from Whidbey Navy Air Station, with last radar contact at 1200 feet.

Please send all information to:

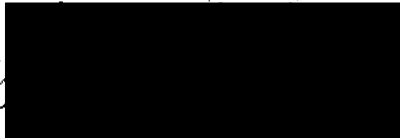
Flight Standards District Office



Any information that can be sent via email would be greatly appreciated.

Thank you for your time with this matter.

Respectfully,



Bruce Kitelinger
Principal Avionics Inspector



DEPARTMENT OF THE NAVY
NAVAL AIR STATION WHIDBEY ISLAND

3750
Ser N322/0038
9 Jan 17

From: Commanding Officer, Naval Air Station Whidbey Island
To: Flight Standards District Office, [REDACTED]
[REDACTED] (Attn: Bruce Kitelinger)

Subj: MISHAP INVESTIGATION INVOLVING N52388

Ref: (a) Flight Standards District Office ltr of 5 Jan 17
(b) NAVAIR 00-80T-114

Encl: (1) Air Traffic Control Facility Officer Summary of Services N52388 of 6 Jan 17
(2) Approach Control West Sector Certified Written Transcript of 6 Jan 17
(3) Certified True Copy of Original Audio/Video recordings

1. Per references (a) and (b), enclosures (1) through (3) are provided.
2. My command point of contact is LCDR Michael I. Peck, Air Traffic Control Facility Officer,
COMM: [REDACTED] email: [REDACTED]

[REDACTED]
G.C. MOORE
[REDACTED]

Copy to:
OPNAV N980A (w/o encls)
NRNW N32 (w/o encls)
NAVREPWP Region (w/o encls)



DEPARTMENT OF THE NAVY

NAVAL AIR STATION WHIDBEY ISLAND

Name of Facility: Naval Air Station Whidbey Island, WA

Date certified: 06 January, 2017

Subj: Mishap Investigation Involving N52388

Date and period of time covered: 30 December, 2016, 02:31:08 thru 02:51:24(Z)

List of agencies making transmissions and standard abbreviation: NAS Whidbey Island, (NUW) Approach Control West Sector (APW), NUW Radar Flight Data, NUW Final and Seattle Approach.

I hereby certify that the following is a true summary of services provided to N52388.

[Redacted Signature]

Signature

LCDR Michael I. Peck.

Name

Air Traffic Control Facility Officer

Title

NAS Whidbey Island

Name of Facility

Summary of services N52388

30 December, 2016

NUW conducted a review of services concerning N52388 and was determined to have provided services to N52388. N52388 never enter NUW Approach Control assigned airspace and impacted terrain 14 miles south of Jefferson County Airport. I certify the following data has been retained in accordance with NAVAIR 00-80T-114. Additionally, I certify that the following originals/digital copies are on file in this office and will be maintained for a minimum of two years or conclusion of any potential complaint or directed by higher authority.

Personnel Log(s)

Certified Original Copy(ies) of Voice Recording(s)

Certified Working Copy(ies) of Voice Recording(s)

Transcription(s) of Voice Recording(s)

Summary of services N52388

30 December, 2016

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Flight Progress Strip(s)

Personnel Statements

METAR Information

NOTAM Information

Summary:

02:33 NUW APW received an automated radar handoff for N52388 from Boeing Field (BFI) VFR to Port Angeles (CLM).

02:33:39 N52388 checks in with APW.

02:34:04 APW asks N52388 if he was reversing course.

02:34:08 N52388 replies negative and states he was trying to avoid Bangor airspace (P-51).

02:37:26 APW asks N52388 his intentions.

02:37:29 N52388 states he was trying to stay out of the clouds.

02:37:58 N52388 asks APW for vectors to Port Townsend (OS9).

02:38:03 APW recommends a 050 vector to get aircraft east of 8,800 MSL MVA before turning aircraft north.

02:39:15 APW recommended a 340 heading once the aircraft was within the 1,800 MSL MVA.

02:40:41 APW observed aircraft turning westerly heading back into higher MVA and asked if the pilot was able to fly a 340 heading.

02:40:47 N52388 states he will try the 340 heading again. APW promptly advises that if he is not VFR he needs to head eastbound because he was still in the higher MVA.

End of page 2

Summary of services N52388

30 December, 2016

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02:41:05 N52388 states he was heading east now.

02:42:14 APW observes aircraft heading west and asks aircraft to state intentions.

02:42:18 N52388 states he was going to head west to Port Angeles and was advised by APW that at that low of an altitude radar contact would be lost.

02:43:24 N52388 states he thinks he is out of the clouds and is heading to Port Angeles.

02:44:43 APW loses radar contact 14 miles south of Jefferson County Airport.

Coordination was conducted between NUW Radar Flight Data position and Seattle Approach for routine flight information. All communications were routine and did not affect any services provided. No transcript of the Radar Flight Data position is provided.

END OF SUMMARY



DEPARTMENT OF THE NAVY
NAVAL AIR STATION WHIDBEY ISLAND

Name of Facility preparing transcript: Naval Air Station Whidbey Island, WA

Date transcript certified: 06 January, 2017

Subj: Mishap Investigation Involving N52388

Date and period of time covered by the transcription: 30 December, 2016, 02:31:08 (Z) thru 02:51:24(Z)

List of agencies making transmissions and standard abbreviation: NAS Whidbey Island, (NUW) Approach Control West Sector (APW), Seattle Approach, and NUW Final.

I hereby certify that the following is a true transcript of the recorded conversation pertaining to Mishap investigation involving N52388.

[Redacted Signature]

Signature

Robert Allen Peddie Jr.

Name

Supervisor Airways Transportation System Specialist

Title

NAS Whidbey Island (NUW)

Name of Facility

NUW APPROACH WEST (APW) POSITION 02:31:08(Z)THRU 02:51:24 (Z) 30DEC2016

ALL TIMES ARE COORDINATED UNIVERSAL TIME

UNLESS OTHERWISE SPECIFIED

NUW Final

02:31:08

thirteen's clear

End of Page 1

Mishap Investigation Involving N52388
30 December, 2016
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N52388
02:33:39
whidbey approach whidbey approach skylane november five two three eight eight.

APW
02:33:47
five two three eight eight approach altimeter three zero one five

N52388
02:33:53
roger three eight eight

APW
02:34:04
three eight eight are you reversing course

N52388
02:34:08
no negative just trying to stay out of the bangor airspace here

APW
02:34:13
roger

End of Page 2

Mishap Investigation Involving N52388
30 December, 2016
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APW
02:37:26
five two three eight eight say intentions

N52388
02:37:29
okay im just kinda trying to stay out of the clouds here

APW
02:37:34
roger

N52388
02:37:58
can you vector me towards port townsend oh ese nine

APW
02:38:03
five two three eight eight uh. maintain vfr recommend a heading of zero five zero for now

N52388
02:38:10
roger zero five zero

End of Page 3

Mishap Investigation Involving N52388

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APW

02:38:13

you're in an eight thousand eight hundred uh minimum vectoring altitude im going to get you a little bit to the east and then uh back to the north

N52388

02:38:20

you talking to me

APW

02:38:21

i am

N52388

02:38:22

okay you want north uh zero five zero

APW

02:38:26

i do

End of page 4

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APW
02:39:15
five two three eight eight maintain vfr and port townsend is now a three four zero heading

N52388
02:39:20
roger turning three four zero

APW
02:40:41
three eight eight unable on that um that three forty heading

N52388
02:40:47
uh let me go back to three forty

APW
02:40:51
well if you can't maintain vfr don't go that uh that direction maintain vfr and uh head east bound
now uh cause you're still in that uh higher mva

Mishap Investigation Involving N52388
30 December, 2016
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N52388
02:41:05
k im heading east now

APW
02:41:08
roger

APW
02:42:14
five two three eight eight how you guys doing up there state your intentions

N52388
02:42:18
uh we're gonna try to make a turn west out to(garbled) port angeles

APW
02:42:45
five two three eight eight at that altitude i won't be able to maintain radar contact with you

End of page 6

Mishap Investigation Involving N52388

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APW

02:43:21

five two three eight eight any assistance I can give you on anything here

N52388

02:43:24

we're uh heading towards uh port angeles now think i'm out of the clouds

APW

02:43:30

okay so you're gonna head out towards port angeles now

N52388

02:43:33

affirmative

APW

02:43:34

roger

End of Page 7

Mishap Investigation Involving N52388
30 December, 2016
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APW

02:44:43

five two three eight eight radar contact lost. last known position was fourteen miles south east of jefferson county

APW

02:45:03

five two three eight eight whidbey approach.

APW

02:45:14

november five two three eight eight whidbey approach

APW

02:45:25

november five two three eight eight whidbey approach on vhf guard if you hear me give me a call on one one eight point two

APW

02:46:59

boeing sector whidbey

End of Page 8

Mishap Investigation Involving N52388
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Seattle Approach
02:47:02
approach

APW
02:47:03
do you have any kind of a radar return on that

Seattle Approach
02:47:05
no we lost it probably about the same time you did

APW
02:47:08
okay so I gave him a radar contact lost and i haven't heard anything from him since

Seattle Approach
02:47:11
okay alright thank you

APW
02:47:12
unintelligible

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APW
02:47:25
five two three eight eight whidbey approach

APW
02:48:06
november five two three eight eight whidbey approach

APW
02:49:31
whidbey.

Seattle Approach
02:49:31
medivac two one two alpha lima into port angeles he's requesting the r nav runway two six
approach over jabwn direct jabwn now

APW
02:49:38
perfect thank you

End of page 10

Mishap Investigation Involving N52388

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Seattle Tracon

02:49:39

tee tee

APW

02:51:24

november five two three eight eight whidbey approach.

End of Transcript