



Federal Aviation Administration

Memorandum

Date: January 22, 2018
To: Aircraft Accident File F11-TRACON-0022

From: Central Florida Terminal Radar Approach Control Facility
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, CONN900
Geneva, FL, December 08, 2017

This transcription covers the Central Florida Terminal Radar Approach Control Facility (TRACON) 1V SR position for the time period from December 08, 2017, 1223 UTC, to December 08, 2017, 1651 UTC.

Agencies Making Transmissions	Abbreviations
CONN900	CONN900
Central Florida TRACON (F11) Satellite RADAR Valor	1V
Sanford Airport Traffic Control Tower CONN452	SFB ATCT CONN452

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving CONN900.


David J Myers
Support Specialist
Central Florida TRACON

1223
(1224-1252)
1253

1253:29 CONN900 orlando connection nine hundred thirteen for two thousand

1253:31 1V connection nine hundred orlando departure radar contact
fly heading three six zero climb and maintain five
thousand

1253:36 CONN900 three six zero up to five (unintelligible)
1254

Page 2 of 10

1254:15 1V connection nine hundred proceed direct worms climb and maintain seven thousand

1254:19 CONN900 seven thousand direct worms nine hundred
1255
1256
1257

1257:09 1V connection nine hundred contact daytona beach approach one one eight point eight five have a good day

1257:14 CONN900 eighteen eighty five you do the same nine hundred
1258
(1259-1542)
1543

1543:40 CONN900 orlando connections nine hundred five thousand direct digger information xray can we get uh rnav nine left followed by two i l s's nine left

1543:50 1V connections nine hundred expect that uh rnav runway nine left

1543:53 CONN900 okay thanks sir
1544
1545

1545:24 1V connections connections nine hundred after the approach departure frequency uh you can just return to this frequency on the go

1545:30 CONN900 okay (unintelligible) on the go nine hundred
1546

1546:25 1V connections nine hundred proceed direct uduzi to join the final

1546:29 CONN900 direct uduzi join the final connections nine hundred

1546:46 1V and connections nine hundred descend and maintain three thousand

1546:49 CONN900 down to three nine hundred
1547
(1548-1549)
1550

1550:29 1V connections nine hundred five from uduzi maintain three thousand till uduzi cleared rnav runway niner left approach

1550:36 CONN900 kay three till uduzi cleared for the approach nine hundred
1551
(1552-1557)
1558

1558:04 1V connections nine hundred contact tower one two zero point three

1558:08 CONN900 twenty thirty nine hundred
1559

1559:49 1V sanford local one

1559:51 SFB ATCT local one

1559:53 1V uh it looks like connections a little off course there

1559:55 SFB ATCT okay i'll talk to him

1559:56 1V thanks m i

1559:56 SFB ATCT h s
1600
1601
1602

1602:09 1V hey sanford uh valor

1602:11 SFB ATCT sanford here

1602:12 1V yeah nine hundred is he down with you

1602:16 SFB ATCT what was that

1602:17 1V did connections nine hundred make it in

1602:19 SFB ATCT oh yeah it's not a problem we we're considering going west

we we have one one departure after that we'd like to go west

1602:26 1V after the after the connection four five two

1602:28 SFB ATCT yes sir

1602:29 1V after four fifty two we'll show west

1602:30 SFB ATCT h s

1602:30 1V m i

1602:58 1V attention all aircraft center weather advisory available for uh central uh florida and surrounding areas for further information go to hiwas or flight service frequencies

1603:22 CONN900 departure nine hundred eight hundred runway heading

1603:26 1V connection nine hundred roger

1603:36 1V connections nine hundred you're radar contact a mile east of sanford and you want to do an i l s to runway nine left now

1603:43 CONN900 affirm two of'em please

1603:45 1V and connections nine hundred turn left heading of zero three zero vector i l s runway niner left climb and maintain three thousand

1603:51 CONN900 up to three thousand left turn three six zero connection nine hundred

1603:55 1V three sixty's fine

1603:57 1V okay
1604

1604:53 1V and connection nine hundred be a change your runway it'll
be the i l s runway two seven right and you're heading
three six zero is that correct

1604:59 CONN900 ah (unintelligible) three six zero now yes sir

1605:07 CONN900 (unintelligible) sanford two seven right is that what you
said

1605:09 1V yeah connection nine hundred it'll be an i l s runway two
seven right we're changing things around at sanford

1605:14 CONN900 okay
1606

1606:14 1V connections nine hundred turn right heading zero niner
zero

1606:16 CONN900 zero nine zero connection nine hundred
1607

1607:21 CONN900 connection nine hundred can you give me extended vectors
for a second let me

1607:25 1V i'm sorry say again

1607:25 CONN900 (unintelligible) for a second nine hundred

1607:33 1V connections nine hundred just fly heading one two zero and
what's your request

1607:37 CONN900 give me like uh one minute to set up here (unintelligible)
best students in the plane i'll fly one two zero sir

1607:45 1V okay connection nine hundred no problem just uh make the
heading one four zero then one four zero on the heading
and then you can take the time to set up

1607:53 CONN900 one four zero thanks

1608

1608:19 1V information yankee's now current at sanford wind one six zero at six visibility one zero ceiling's eight hundred broken one thousand six hundred overcast altimeter's two niner eight niner

1609

1609:22 CONN900 niner niner we're all ready

1609:25 1V connection nine hundred thanks descend and maintain uh one thousand six hundred

1609:29 CONN900 one thousand six hundred nine hundred thanks
1610

1610:08 1V connections nine hundred turn right heading one eight zero

1610:10 CONN900 turn one eight zero nine hundred

1610:14 CONN900 we'll need one more i l s after this one nine hundred

1610:16 1V roger
1611

1611:26 1V connections nine hundred turn right heading two four zero five from utimy maintain one thousand six hundred till established localizer cleared the i l s runway two seven right approach

1611:34 CONN900 four zero sixteen hundred cleared for the approach nine hundred
1612

1612:37 1V connection nine hundred appreciate any uh base reports on the final you can pass along to the tower

1612:42 CONN900 okay wilco
1613

1613:15 1V connections nine hundred maintain one thousand six hundred low altitude alert maintain one thousand six hundred until established

1613:26 1V low altitude alert connection nine hundred advise you climb immediately to at least one thousand six hundred

F11-TRACON-0022
CONN900

Page 7 of 10

1613:31 CONN900 yeah i am sir i am i am

1613:43 1V connections nine hundred ident for me please
1614

1614:01 1V connections nine hundred when able just climb and maintain
three thousand climb to three thousand please and cancel
the approach clearance three thousand feet cancel the
approach clearance

1614:33 1V connections nine hundred orlando

1614:48 1V connections nine hundred orlando are you there

1614:58 1V sanford orlando

1615:00 SFB ATCT sanford

1615:01 1V did nine hundred come over

1615:02 SFB ATCT negative

1615:03 1V do you see anything out there to the east connections nine
hundred (unintelligible)

1615:05 SFB ATCT no but i will i will reach out for him

1615:07 1V (unintelligible) you see that low altitude alert

1615:09 SFB ATCT yeah (unintelligible) about one zero miles out yes i did

1615:13 1V (unintelligible) is the localizer on and everything with
two seven alright

1615:14 SFB ATCT ah yes we are good all in the green on two seven right

1615:17 1V thanks man

1615:18 SFB ATCT h s

1615:19 1V (unintelligible)

1615:29 1V connections nine hundred orlando

1615:36 SFB ATCT and valor sanford

1615:39 1V orlando

1615:39 SFB ATCT um i'm not talking to connection nine hundred and he never
(unintelligible) called

1615:43 1V never called okay (unintelligible) well i turned him on
the localizer there then all of a sudden i got like a low
altitude alert showed eleven hundred

1615:49 SFB ATCT okay

1615:50 1V you guys didn't see anything out the window

1615:51 SFB ATCT oh no but ah if i do see something i will call you

1615:53 1V thanks alot m i

1615:54 SFB ATCT h s

1615:54 1V (unintelligible) you have anyone over that way that i can

1615:56 SFB ATCT ah no we have no he's gone we have no aircraft

1615:59 1V and it's really low i f r right now

1616:00 1V thanks alot m i

1616:00 SFB ATCT uh we got nine hundred over it's not broken

1616:04 SFB ATCT h s

1616:19 1V connections nine hundred orlando
1617

1617:33 1V connections four fifty two do you have a uh company
frequency at all that you guys talk to each other on

1617:38 CONN452 connection four fifty two we can call our dispatch to
contact (unintelligible) connection nine hundred is that
right

1617:44 1V yeah connection nine hundred turned him on the localizer
and i lost comms with him so just just trying to see if
he's out there
1618

1618:45 1V one through eight (unintelligible) all right nine
(unintelligible)

1619:37 1V connection two hundr correction nine hundred orlando
approach on guard if you hear me ah please reply back
1620

1620:30 1V connection four five two orlando

1620:32 CONN452 connection four fifty two go ahead

1620:34 1V can you see if you can reach your company connection nine
hundred

1620:37 CONN452 ah connection four fifty two ah we called the dispatch but
they they couldn't contact with them so um ah we're
trying to figure out the the way to contact with them

1620:48 1V okay connection four fifty two contact approach one one
niner point four

1620:52 CONN452 one one nine point four connection four fifty two
1621
(1622-1650)

F11-TRACON-0022
CONN900

Page 10 of 10

1651

End of Transcript



Federal Aviation Administration

Memorandum

Date: January 22, 2018

To: Aircraft Accident File F11-TRACON-0022

From: Central Florida Terminal Radar Approach Control Facility

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, CONN900
Geneva, FL, December 08, 2017

This transcription covers the Central Florida Terminal Radar Approach Control Facility (TRACON) X7553 N-A position for the time period from December 08, 2017, 1548 UTC, to December 08, 2017, 1809 UTC.

Agencies Making Transmissions	Abbreviations
Central Florida TRACON, Extension 7553	X7553
Seminole County Sheriff's Office	SCSO
L3 Flight Academy	L3
FAA Regional Operations Center	ROC
Sanford Airport Traffic Control Tower	SFB
Domestic Events Network	DEN
Seminole County Fire Rescue	SCFR
National Weather Service	NWS
Unknown	UNKNOWN
Sanford Airport Authority Control Center	SACC
Sanford Police Department	SPD
Central Florida TRACON Support Manager	F11 SM
Central Florida TRACON Air Traffic Manager	F11 ATM

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving CONN900.

[REDACTED]

David J Myers
Support Specialist
Central Florida TRACON

1548
(1549-1617)
1618

1618:09 X7553 what are you talking about

1618:10 SCSO sheriff's office seminole county can you hold please

1618:12 X7553 say again

1618:13 SCSO can you hold please

1618:15 X7553 sure this is ah orlando tracon with an emergency

1618:19 SCSO how can i help you

1618:20 X7553 we've got an aircraft possible downed aircraft ah in the vicinity of lake harney

1618:28 SCSO do you know of an area of lake harney it might be at

1618:32 X7553 on the south end of lake harney is where we lost radar contact with the aircraft it's a king air b e twenty ah it's actually a king air a b e nine 1 it's out of

1618:44 SCSO (unintelligible) nine 1

1618:44 X7553 uh hmm it's out of ah aerosim flight school off of sanford we've lost radar and radio contact

1618:54 SCSO can you get alert landline please it's gonna be reference to a possible forty five over at lake harney we haven't recieved any calls saying that they've gotten any

1619:19 X7553 (unintelligible)

1619:19 SCSO reports of that

1619:20 X7553 with the uh with the low ah cloud conditions we're not even able to ah overfly with another aircraft to even

look for him

1619:27 X7553 and the tower doesn't even have any visual they don't see any ou out in that direction so we think it could p possibly be in the lake

1619:27 SCSO okay

1619:43 SCSO and where are you from the

1619:45 X7553 central florida tracon ah the federal aviation administration you might might want to hold up dude we've got a downed aircraft ah four oh seven eight five two seven five five three

1619:58 SCSO and what's your name

1619:59 X7553 scott grissom connection nine hundred a king air lake uh hey verify that lake is that lake harney you said (unintelligible) yeah lake harney he was turning him on the final and and he saw the low altitude alert dropped off radar no radio

1620:19 SCSO okay so when you are saying it's a b l nine

1620:24 X7553 yeah it's a king air

1620:24 SCSO (unintelligible) it's ah

1620:25 X7553 two uh two turbo uh props so it's it's a medium sized um aircraft ah four to six people

1620:37 SCSO do you know how many were on board

1620:39 X7553 no don't have that yet i can call you back with an update on that i've got to uh coordinate with the uh flight school i just wanted to get somebody out rolling to look for it first

1620:55 SCSO okay we've given it to our alert and we've gone ahead and put it out to our units so

1621:00 X7553 okay and i'll call you back with an update on on personnel

1621:04 SCSO okay alright great thank you

1621:06 X7553 alright thank you bye
1622

1622:07 X7553 orlando tracon scott grissom

1622:09 SCSO hey scott it's (unintelligible) gail over at seminole county do did you actually have coordinates for that last known location

1622:15 X7553 yeah i'm gonna get it right here if you can hold on and there were three personnel on board three personnel on board and i'll get you the coordinate stand by (unintelligible) can you go get the lat longs you know how to do it (unintelligible) uh it's like multi function splat d i think d splat or splat d hey marcos can you get me those coordinates (unintelligible) multi function b splat (unintelligible) i was close gail just hold on just a second i got it

1623:07 SCSO okay

1623:11 X7553 alright it's uh um zero two eight four four two two slant zero eight one zero three zero seven

1623:27 SCSO (unintelligible) and when you say slant so it's not the two eight point so it'd be can you just read it to me again

1623:40 X7553 yes it's a lat the latitude uh two uh zero two eight zero two eight degrees forty four minutes twenty two seconds longitude is um

1623:54 SCSO negative eight one

1623:56 X7553 yep z zero three zero seven

1623:58 SCSO zero three zero seven okay okay alright thank you

1624:07 X7553 nope thank you for calling me back it saved me from calling you

1624:09 SCSO (unintelligible) okay great thank you bye bye

1624:10 X7553 (unintelligible) thanks bye
1625
1626

1626:53 X7553 central florida tracon recorded line clay fletcher

1626:56 L3 brian (unintelligible) flight supervisor 1 three academy i guess i was to call you regarding connection nine hundred

1627:01 X7553 okay um yeah it appeared we've lost radar and radio communication with them uh has anybody contacted you yet

1627:09 L3 no (unintelligible) phone tower and ah was advised that you were working him last and are currently looking for him and uh be honest with ya all i got to go off of is uh flight aware website that shows that he landed here like eight minutes ago which evidently it's not accurate

1627:23 X7553 yeah it may be because of the loss of radar the last known communication we had with him was over in the lake harney area and the seminole sheriff on uh the way out there with helicopters now

1627:33 L3 okay (unintelligible) alright um (unintelligible)

1627:44 X7553 alright if you could could you hang on the line just a minute because we're issuing the ah search and rescue and eh and you may have some pil some information that we may need to pass on if you have anything do would you have anything like color of aircraft

Page 6 of 42

1627:55 L3 uh ive got uh names aboard ive got uh naturally they put
it's gonna be white
1628
1628:02 X7553 uh white
1628:03 L3 white yep
1628:04 X7553 aircraft is white are they still on there if they want a
color of the aircraft it's white uh do you have a uh a
cell phone number you said do you said uh by any chance
that we might be able to try to re get the sheriff
department to (unintelligible) yes
1628:21 L3 for a pilot we already tried that
1628:23 X7553 ah yeah but maybe uh from the location uh of the sheriff
helicopter may be able to uh have some better reception
or something and we can give it a try
1628:27 L3 oh okay
1628:29 L3 four zero seven four seven three two four three eight
1628:38 X7553 four zero seven four seven three two four three eight
1628:41 L3 correct
1628:43 X7553 alright ah do we have a direct number to you that i can uh
give you a call back if we need uh try to get
1628:48 L3 yeah it's four zero seven three four zero correction four
three zero four two five zero
1629:00 X7553 and what's your name
1629:01 L3 my name is ryan r y a n

Page 7 of 42

1629:04 X7553 okay alright thank you very much

1629:07 L3 alright thank you sir

1629:09 X7553 alright bye

1629:09 L3 bye bye

1633:42 ROC ations center bev

1633:43 X7553 hi bev

1633:46 ROC yes (unintelligible)

1633:47 X7553 notification of a possible downed aircraft

1633:50 ROC (unintelligible) ca ah conn nine hundred connection nine hundred

1633:54 X7553 affirmative

1633:55 ROC okay yeah cause someone was who just called said they're doing an alnot on it

1633:59 X7553 uh probably you might of also been notified ja

1634:03 ROC (unintelligible)

1634:03 X7553 i called to have the alnot issued first before i called you

1634:06 ROC oh okay so you're gonna do an alnot or you know he's down

1634:09 X7553 the the center has initiated the the alnot we initiated it because of

Page 8 of 42

1634:15 X7553 we were turning him on to the approach we

1634:23 ROC approach in to where

1634:24 X7553 sanford airport

1634:27 ROC okay alright ah keep us advised thanks

1634:29 X7553 say again

1634:30 ROC keep us advised

1634:31 X7553 wilco

1634:32 ROC thank you (unintelligible)

1634:33 X7553 (unintelligible)
1635

1635:13 SFB sanford tower this is wes

1635:15 X7553 who's who am i speaking with

1635:16 SFB wes washabaugh

1635:17 X7553 hey wes this is scott grissom over at central florida
tracon

1635:19 SFB hi

1635:20 X7553 hey is ah carl reda or your manager available

1635:23 SFB yeah uh the managers not here today but uh carl is
(unintelligible)

1635:27 X7553 okay

1635:51 SFB sanford tower

1635:52 SFB yeah

1635:52 X7553 hey is this carl

1635:53 X7553 hey it's scott

1635:54 SFB yeah

1635:54 X7553 hey man i guess you you guys are already aware of the connection nine hundred

1635:58 SFB we're aware well we made the assumption of what it is yeah

1636:00 X7553 okay did you guys notify your airport emergency equipment

1636:03 SFB we haven't notified them cause it's off airport and it's not we're supposed to call nine one one if it's off the airport

1636:08 X7553 i was looking for carl reda

1636:09 SFB well reda's right here beside me

1636:11 SFB yeah

1636:11 X7553 can i speak with him

1636:12 X7553 thanks

1636:15 SFB this is carl

1636:16 X7553 hey man hey i was just letting you know obviously you guys know about connection nine hundred we've we've notified

the ah roc we've notified ah jacksonville center to issue
an alnot

1636:26 X7553 uh seminole county land side is on their way out we got
air sheriff helicopter en route over the area right now

1636:26 SFB okay

1636:33 X7553 nothing verified yet

1636:33 SFB okay

1636:34 X7553 and i i just mentioned to carl if he notified your airport
emergency equipment i don't i don't know if if they in
turn notify seminole county ya know the

1636:34 SFB okay

1636:45 SFB yeah for our emergencies off site it's uh nine one one
call for us

1636:45 SFB yeah

1636:45 X7553 for response i don't i don't

1636:50 X7553 okay alright um but you guys did not do that

1636:53 SFB we did not uh (unintelligible) we had no confirmation of
where it's at

1636:58 X7553 right okay alright and uh so all i'm doing is like by
calling you i was just i started working the checklist is
all

1637:04 SFB okay no i appreciate it man

1637:05 X7553 okay bud

1637:06 SFB alright later

1637:06 X7553 alright thanks
1638

1638:02 DEN you've reached the f a a washington operations center be
advised all calls may be recorded or monitored if you
would like to be connected to the den please press one if
you would like

1638:17 DEN you've reached the f a a washington operations center be
advised all calls may be recorded or monitored please
stand bye

1638:38 X7553 orlando tracon

1638:39 SCFR (unintelligible) seminole county fire rescue on a recorded
line

1638:42 X7553 yes go ahead

1638:44 SCFR hi we are contacting for (unintelligible) additional
information refference the possible plane that went down

1638:49 X7553 yes ma'am

1638:50 SCFR okay do you have an exact location or can you confirm if
it's in seminole or orange county

1638:55 X7553 ah seminole county

1638:57 SCFR it is in seminole county

1638:59 X7553 ah yeah based on the uh lat long coordinates

1639:02 SCFR okay (unintelligible) orlando tower okay do you know about

where about do you have a better location

1639:09 X7553 well i gave the coordinates to dispatch uh last known coordinates uh in the vicinity of lake harney the southern end of lake harney do you have have the coordinates

1639:20 SCFR um the last coordinates i got from sanford was twenty eight point seven eight four three one zero and negative eighty one zero five five one one eight

1639:31 X7553 okay the the lat longs f eleven from the tracon the we were actually working the airplane i'll give you that it's zero two eight

1639:40 SCFR zero two eight

1639:42 X7553 four four two two

1639:44 SCFR four four two two

1639:46 X7553 and uh zero eight one zero three zero seven

1639:49 SCFR zero eight one i'm sorry can you repeat the last

1639:51 X7553 zero eight one zero three zero seven

1639:55 SCFR and are you aware what how many people are on board

1639:58 X7553 three souls on board

1640:00 SCFR three souls on board

1640:01 X7553 twin engine

1640:03 SCFR on board twin engine

Page 13 of 42

1640:06	X7553	white
1640:07	SCFR	okay
1640:07	X7553	color aircraft was white
1640:10	SCFR	okay
1640:11	X7553	alright any thing else
1640:13	SCFR	um no when was the last time you spoke to them did they indicate anything about going down or any kind
1640:18	X7553	nope
1640:18	SCFR	of plane problem
1640:19	X7553	there was no uh there was no indication on radio we just lost radar and radar radar and radio contact at uh one six one five zulu
1640:28	SCFR	okay lost radio and radar oh
1640:32	X7553	alright
1640:33	SCFR	if you get any additional can you please give us a call back on the number that i dialed you on
1640:37	X7553	and that is four oh seven
1640:39	SCFR	it's four oh seven six six five fifty one hundred
1640:42	X7553	and this is who
1640:44	SCFR	seminole county fire rescue we're actually in the lake

harney area now trying to locate

1640:47 X7553 wilco

1640:49 SCFR thank you

1640:49 X7553 (unintelligible)

1640:50 SCFR bye bye

1640:51 X7553 orlando tracon

1640:53 SCSO hey this is james with the uh seminole county sheriff on a recorded line

1640:57 X7553 yes

1640:57 SCSO we got uh a call from you all uh about lake harney and we we spoke with scott

1641:01 X7553 yep that's me

1641:03 SCSO okay hey um my lieutenant's requesting to speak with you

1641:07 X7553 yeah

1641:08 SCSO so i'm gonna put you on brief hold then ah get him into the conversation okay

1641:11 X7553 alright very good

1641:13 SCSO alright and it's uh just so you're aware lieutenant steven farris

1641:15 X7553 okay

Page 15 of 42

1641:17 SCSO alright one moment sir scott i've got you on line

1641:55 X7553 alright go ahead

1642:03 SCSO okay hey scott this is lieutenant farris from seminole county

1642:06 X7553 yes sir

1642:08 SCSO are you with um

1642:08 X7553 feder federal aviation administration

1642:16 SCSO okay we have some boaters that have uh verified saying they witnessed the plane go down are you with air traffic control

1642:24 X7553 yeah f a a central florida tracon

1642:27 SCSO okay wonderful um

1642:30 X7553 verified down

1642:31 SCSO okay i think we're on past this step you just saw you were talkin to them they didn't report any trouble

1642:37 X7553 uh there was no indication on the radio we just lost radar and uh radio contact with no uh with no call we did not receive an e l t

1642:47 SCSO and they were um cleared for approach at that point

1642:49 X7553 uh i believe they were cleared on the approach uh the last uh altitude hit we had on'em was at nine hundred feet

1642:56 SCSO okay very good i'll call you back if we need any more

information thank you

1643:00 X7553 okay so you so you said the wreckage was verified down

1643:03 SCSO no we have not verified wreckage but we do have a witness said they did see the plane go down that's quote unquote (unintelligible) all we have now

1643:09 X7553 (unintelligible) very good just keep me updated please mister farris

1643:11 SCSO (unintelligible) f a a and n t s b

1643:15 X7553 uh say again

1643:17 SCSO can you go ahead and make sure the f a a is notified

1643:19 X7553 yeah we yeah we are the f a a ah i am the f a a

1643:22 SCSO alright i mean the uh ah fsdo i guess i should say

1643:25 X7553 fsdo yes they'll be notified as well

1643:27 SCSO okay thank you so much

1643:28 X7553 alright

1643:28 SCSO and i'll get you guys (unintelligible) more information when i get it

1643:31 X7553 yeah if you can call uh the cen

1643:33 SCSO helicopter uh i'm seminole county aviation by the way i think you asked that and i have the helicopter over head now (unintelligible)

Page 17 of 42

1643:40 X7553 ra right in so you have the number direct to the tracon here so you can call me with an update

1643:45 X7553 okay alright thanks lieutenant farris

1643:45 SCSO yes sir

1643:48 SCSO okay thanks scott uh huh bye bye
1644
1645

1645:28 X7553 it's amazing how so you're going to try to notify someone a and you can't cause you're trying to answer all these other questions

1645:40 DEN operations center be advised

1645:44 X7553 three

1645:44 DEN all calls may be recorded or monitored if you would like to be connected to the den please press one you've reached the f a a washington operations center be advised all calls may be recorded or monitored please stand by

1646:02 X7553 this is lieutenant uh farris of seminole aviation hmm

1646:10 DEN f a a operations

1646:12 X7553 hey f a a operations this is central florida tracon uh with a notification of a possible downed aircraft

1646:17 DEN okay stand by i'll put you in the den (unintelligible)

1646:19 X7553 sure

1646:26 DEN f eleven reporting headquarters

1646:32 X7553 headquarters orlando notification of a possible downed

aircraft

1646:38 DEN it's uh (unintelligible) nine hundred

1646:41 X7553 say again connection nine hundred affirmative you guys already know it

1646:44 DEN yes

1646:45 X7553 i just hadn't got to you on my list to to dial down i was doing all the uh alnot and gettin fire rescue and everybody headed out before i before i called you guys do you need any other information from me

1646:55 DEN okay do you know have you confirmed it was a crash

1646:59 X7553 ah we have an eye witness on the ground that says they sa they saw the airplane go down but uh the sheriff's department that's on scene have not located uh the aircraft

1647:11 DEN okay can you give us a call back when they do locate uh the area in which it's gone down

1647:16 X7553 wilco wi with a confirmation on i'll call you back

1647:19 DEN thank you very much

1647:20 X7553 alright bye

1648:03 NWS national weather service melbourne

1648:05 X7553 hey melbourne weather this is central florida tracon f eleven hey i've got a um requesting a special observation to be pulled and held due to a possible downed aircraft

1648:16 NWS alright

1648:17 X7553 it's a weather report for sanford airport

1648:20 NWS okay ah what time

1648:21 X7553 um the aircraft wha we lost radar radio contact at one six
one five zulu about a half hour ago

1648:29 NWS alright

1648:30 X7553 so if you'll pull it and just retain for your records

1648:33 NWS okay i will take the one from that time

1648:35 X7553 okay thank you

1648:36 NWS alright you're welcome sir (unintelligible)

1648:40 X7553 orlando tracon scott grissom

1648:42 UNKNOWN yeah how you doin this is jack wilson (unintelligible)
manager calling

1648:46 X7553 hmm hmm

1648:46 UNKNOWN i have a question for you ah the guy ya'll lost on final
how many miles on final was he

1648:50 X7553 ah he was proximately uh fourteen miles on a base turn to
runway two seven right i believe

1649:01 UNKNOWN alright thank you

1649:02 UNKNOWN (unintelligible)

1649:02 X7553 alright

1649:36 SACC you have reached the sanford airport authority control center if this is an emergency please hang up and dial nine one one calls may be recorded for public safety purposes airport control jennifer

1649:59 X7553 hey jennifer this is scott at the central florida tracon f a a i' was following a checklist were you guys made aware of the possible downed aircraft near sanford

1650:07 SACC yeah we understand it's around lake harney road area

1650:10 X7553 alright

1650:10 SACC harney

1650:10 X7553 very good just making sure you you're aware

1650:12 SACC yeah i don't know if we have all the same information you know if it's an aerosim flight

1650:17 SACC academy aircraft

1650:17 X7553 uh um

1650:18 X7553 uh i believe so it's it was the call sign was connection nine hundred a king air so it's one of their aircraft

1650:23 SACC king air connection nine hundred

1650:25 X7553 um hmm

1650:26 SACC you know um if there's any fatalities or any other details

1650:28 X7553 uh no there's an eye witness that says that they uh saw the aircraft go down but uh seminole fire a aviation rescue has not verified that the aircraft's down they've not got a location

Page 21 of 42

1650:41 SACC alright okay okay and uh your call back number scott it's scott

1650:46 X7553 uh yeah it's uh the operations manager at the uh central florida tracon

1650:49 SACC four oh seven

1650:51 X7553 eight five two

1650:52 SACC i'm sorry

1650:53 X7553 eight

1650:54 SACC four oh seven eight five two seven five five three

1650:57 X7553 that is correct

1650:59 SACC okay

1650:59 X7553 alright very good

1651:00 SACC thank you again

1651:01 X7553 alright bye

1651:01 SACC bye

1651:55 SPD sanford police department this line is recorded shamika speaking

1651:58 X7553 hi shamika this is uh scott grissom at the central florida tracon f a a i was calling to make sure that you guys were aware of the possible downed aircraft near sanford airport vicinity of lake harney

1652:08 SPD yes we are

1652:10 X7553 okay very good just following my checklist and making sure you are aware

1652:13 SPD okay

1652:14 X7553 alright thank you

1652:15 SPD thanks

1652:15 X7553 bye

1652:16 SPD bye bye

1654:18 F11 SM yes sir

1654:19 X7553 hey

1654:21 F11 SM uh i have not uh they were listening to it uh dave was

1654:25 X7553 but a low altitude alert was issued

1654:27 F11 SM yes

1654:28 X7553 okay and you debbie and (unintelligible) both know already

1654:32 X7553 alright um i've completed the call checklist all i got to do is right now is i think is do the do the more uk but they still haven't located it um just the eyewitness

1654:32 F11 SM yes

1654:44 F11 SM alright i'm sending all them information all you know of what we've got and i'm copying you also on that email in

case we get further communications and stuff which you know what you've sent but you'll have what i've sent in case i'm leaving something out

1654:57 X7553 okay and as far as i'm just trying to make sure i got everything buttoned up here just on normal emergencies is general t t t looks like we did everything ran the checklist everybody's been notified as far as dealing with randy though i'm not sure what we need to do with that yet cause we haven't confirmed the aircraft's down

1655:17 F11 SM yeah

1655:18 X7553 alright

1655:19 F11 SM i got no problem with him i mean he was visibly upset when he left the room but uh and he i asked him how he's doing he said i'm okay but but yeah

1655:27 X7553 but i'm talking about

1655:27 F11 SM (unintelligible) while

1655:28 X7553 but i'm talking about um uh ya know releasing ya know reference a

1655:34 F11 SM a drug testing or anything like that

1655:36 F11 SM right

1655:36 X7553 right yep

1655:37 X7553 so i'm not going to release him yet just not gonna use him

1655:39 F11 SM yep okay

1655:40 X7553 very good

1655:40 F11 SM alright

1655:40 X7553 bye
1656

1657:00 X7553 f eleven recorded line hello

1657:06 SCSO hey this is gail over at seminole county sheriff's office
this scott

1657:09 X7553 ah he just stepped out how may i help you

1657:12 SCSO um i just wanted to let him know i've got coordinates
we've located some debris and oil in the water

1657:17 X7553 ready to copy

1657:19 SCSO gonna be um a little bit different what how you guys gave
it to me but it's negative it's i'm sorry it's not
negative two eight point seven six four seven eight and
then negative eight one point zero six one zero zero

1657:39 X7553 so he's in the lake cause i got sheriff on the frequency

1657:43 SCSO okay yeah see

1657:45 SCSO you have the sheriff

1657:46 X7553 yeah i got the helicopter with me is he the one that
located the debris

1657:51 SCSO seminole county helicopter yeah confirmed aircraft

1657:55 X7553 two eight seven six four seven eight eight one zero six
one zero zero

1658:00 SCSO yeah

1658:01 X7553 what's your number

1658:03 SCSO what's my number

1658:04 X7553 yeah so i can contact you

1658:06 SCSO oh it's eighteen oh five

1658:09 SCSO uh four oh seven six six five six six five zero

1658:09 X7553 what

1658:13 X7553 your name

1658:15 SCSO gail

1658:15 X7553 thank you

1658:17 SCSO alright thank you

1658:17 X7553 goodbye

1659

1700

1700:37 X7553 yep debris was located

1700:48 SCSO seminole county sheriff's office this line is recorded
this is petra

1700:51 X7553 hey petra uh i was just this is central florida tracon i
was trying to get in touch with gail

1700:56 SCSO okay hold on a moment

1700:57 X7553 alright

Page 26 of 42

1701:31 X7553 they ask us to contact her (unintelligible) oh so she
already knows the they found the debris

1702:02 ROC ops center bev

1702:03 X7553 hey bev this

1702:06 ROC yes

1702:06 X7553 hey update on the um situ

1702:16 ROC (unintelligible) at lake where

1702:18 X7553 at harney they're ju

1702:22 X7553 (unintelligible) say again

1702:24 ROC spell the lake

1702:26 X7553 h a r (unintelligible)

1702:29 ROC (unintelligible) harney okay you know how many people on
board any of that good stuff

1702:32 X7553 we're at three souls but ah haven't determined the uh
status of of the uh crew

1702:37 ROC okay you have a number to nine one one or whoever called
you so we can go ahead and let fsdo

1702:42 X7553 yeah it's um sem

1702:46 ROC okay

1702:48 X7553 it's four oh seven

Page 27 of 42

1702:49 ROC ah huh

1702:49 X7553 six six five

1702:58 ROC okay

1702:58 X7553 four five one zero zero

1703:00 ROC okay okay i'll call you back thanks

1703:03 X7553 thanks bye

1703:15 DEN you've reached the f a a washington operations center be advised all calls may be recorded or monitored if you would like to be connected to the den please press one if you would like to be connected (unintelligible) you've reached the f a a washington operations center be advised all calls may be recorded or monitored please stand by washington operations mike may i help you

1703:53 X7553 hey this is central florida tracon again with an update on the uh possible downed aircraft

1703:58 DEN stand by
1704

1704:05 DEN central florida tracon's on

1704:10 DEN headquarters

1704:10 X7553 headquarters orlando follow up on the possible downed aircraft wreckage was located in the uh lake east of um the sanford airport lake harney

1704:21 DEN alright

1704:22 X7553 no status on the um on the um passengers and crew there were three souls on board i don't have a status update on that

1704:31 DEN alright thank you whenever you get in information just
please pass that along

1704:35 X7553 wilco wilco
1705

1705:55 F11 SM yes sir

1705:56 X7553 hey man you guys are gonna do the uh dash nine out there
since everybody's the staff's here and

1706:01 F11 SM okay

1706:01 X7553 send it up would you

1706:02 F11 SM yep

1706:03 X7553 thanks

1706:04 F11 SM alright
1707
(1708-1711)
1712

1712:40 X7553 orlando tracon scott grissom

1712:42 L3 (unintelligible) flight supervisor at 1 three academy
wondering if we might request that any connections you're
controlling if we can send them home

1712:51 X7553 um yeah we can we can do that we can relay the message
that um r t b

1712:56 L3 alright and uh a new secondary request maybe we'll mix
this with the tower if we could ask that uh maybe we use
one eight we just like to keep company from overflying
lake harney if we could

1713:09 X7553 um yeah either that or w can uh work work'em in on a on a
closer approach what is lake harney how many miles out is
that from you

1713:17 L3 ah man it's about tenish

1713:19 X7553 oh it is ten okay that wouldn't work alright uh wa based on what the weather is and um what what approach the controller can accommodate but i i understand your request

1713:29 L3 very good

1713:30 X7553 was there have you guys received notification of the condition of the uh um passenger crew

1713:35 L3 yes sir

1713:36 X7553 what what is

1713:37 L3 well not not the crew themselves but we we are aware that the uh aircraft itself is in the water

1713:44 X7553 r right bu but um okay fine i'll i'll talk to the um uh seminole sheriff's department on scene we just need to have the status

1713:53 L3 very good i understand

1713:54 X7553 alright bye
1714

1714:24 X7553 orlando tracon scott grissom

1714:26 F11 ATM hi scott debbie

1714:27 X7553 yes ma'am

1714:28 F11 ATM da i'm doing a check in is everybody okay

1714:31 X7553 yeah uh randy is um is shook up uh understandably we don't we still have not confirmed the status of the uh

personnel on board however the wreckage was located um
you can make assumptions but um do you know he was
concerned about you know his dual role being involved in
it and also being the rep um but he's he's he's shaken up

1714:55 F11 ATM okay

1714:56 X7553 but everyone else seems to be professional everything's
staying on track

1715:02 F11 ATM okay um do me a favor make i'm sure you've already advised
him to file an atsap

1715:09 X7553 yes we did

1715:10 F11 ATM (unintelligible) okay just make sure he's physically okay

1715:13 X7553 yeah

1715:13 F11 ATM emotionally okay

1715:14 X7553 yeah we did that just a second ago

1715:17 F11 ATM do you guys need any assistance

1715:20 X7553 no the only the only question that that clay and i had and
i just haven't had a chance to pull the uh the orders and
look at it was to who makes the determination on uh drug
testing if in fact it is fatality

1715:33 F11 ATM that determination's made at on the s r t and that would
be made by they would have you know dial me in even
though i'm i mean i'm driving in the car (unintelligible)
they would do an s r t the conversation would happen
between um jeffrey vincent

1715:51 X7553 okay

Page 31 of 42

1715:51 F11 ATM clay maybe yourself myself janice

1715:55 X7553 okay hey

1715:57 F11 ATM go ahead

1715:58 X7553 alright one question bill was wanting to take uh randy to lunch just to get him out of the building if there's no problem with him leaving the premises is it

1716:06 F11 ATM no he'll be coming back correct

1716:07 X7553 correct yeah he will he will return yeah (unintelligible)

1716:07 F11 ATM (unintelligible) make sure that he does not do any he does not have any um ya know any type of alcoholic drink or anything else but no that's okay

1716:10 X7553 yeah make sure ya ya know no yeah he bill's gonna take yeah i think he's doing it just to try and get his mind off it is their gonna go grab something but uh he'll return to the building and um okay then i think clay told me that they're working on uh setting up an s r t uh

1716:34 F11 ATM okay

1716:35 X7553 right now for the c e r portion of it

1716:37 F11 ATM right that's what i was going to tell you is to make sure that you put together that ya know that white pap paper briefing have clay work on that so that ya know we know we i think we know all the facts at least right now um the background ya know randy's background training how long he (unintelligible) on the sector that sort of stuff um anything that ya know the sort the s r t checklist that we have to go through

1717:02 X7553 yes ma'am

1717:03 F11 ATM um i know cl i know clay knows how to do that i know dave does so um i don't know if there's a way that i can listen to the tape they would have to play the tape on my ya know so i could listen to it on my cell phone cause that's one of the things that i would have to do

1717:17 X7553 yeah they can they can they can put the dalr on speaker back there in the staff office no problem

1717:21 F11 ATM okay that's not a problem um but just wanted to make sure everyone's okay and and prepare in that manner and uh tried to call clay but i figured he'd be there probably too busy to answer his cell phone and i didn't call the office phone

1717:34 X7553 yeah i i'll i'll relay that to message to clay about the white paper and but everybody is being professional and staying on task

1717:41 F11 ATM good that's good

1717:42 X7553 alright

1717:42 F11 ATM alright let me know if if you need anything give me a holler

1717:45 X7553 wilco

1717:46 F11 ATM thank you

1717:46 X7553 alright bye

1717:47 F11 ATM bye

1717:54 F11 SM yes sir

1717:55 X7553 hey that wa (unintelligible) t tried to call you but (unintelligible) get you she was gonna a ask ya to start

working on that um what she calls the white paper ya know
for the ya know like we do for those

1718:07 F11 SM services rendered telecon

1718:07 X7553 exactly with the background of randy and all and um what
what's up ah bill bill had asked to take randy to lunch
but he's gonna stay

1718:17 F11 SM okay

1718:18 X7553 alright she said that the the determination's made on the
s r t as to uh drug testing that you'll

1718:23 F11 SM right

1718:23 X7553 so when you guys do that you'll obviously know it then

1718:25 F11 SM yep

1718:26 X7553 alright very good

1718:27 F11 SM okay

1718:27 X7553 anything for me

1718:28 F11 SM ah nope

1718:28 X7553 alright bye

1718:29 F11 SM alright

1719

(1720-1729)

1730

1730:22 SCFR fire rescue non emergency this line is recorded my name is
marissa how may i help you

1730:26 X7553 hey marissa this is um scott grissom at the central florida tracon f a a i'm calling in reference to the um downed aircraft in the vicinity of lake harney i was speaking to gail i believe it was gail that was there earlier that i was communicating with is she available

1730:42 SCFR n no we don't have a gail here

1730:44 X7553 you don't

1730:45 SCFR wh what's your first name though i can see who you were speaking with

1730:48 X7553 my name's scott

1730:50 SCFR scott
1731

1731:02 X7553 no i'll do it um where's jeremy

1731:09 SCFR communications rebecca speaking

1731:11 X7553 hey rebecca this is scott grissom at the central florida tracon f eleven i i think i spoke to you maybe earlier refference the downed aircraft lake harney vicinity of sanford

1731:20 SCFR yeah are you calling from the orlando or the sanford tower

1731:22 X7553 or i'm calling from the or orlando

1731:24 SCFR oh okay

1731:26 X7553 what i wh wh do you have an update on the crew and passengers

1731:30 SCFR um no we have located the plane it's in the water um there we did not see anyone inside the plane when we approached so we currently have divers in the water looking for the

passengers

1731:43 X7553 okay and and you and you are seminole fire rescue correct

1731:47 SCFR yes

1731:48 X7553 okay alright very good then uh um

1731:49 SCFR and i just want to confirm the last report
(unintelligible) there should be only three souls right

1731:53 X7553 three souls is what we got from the uh flight school

1731:56 SCFR okay yeah we've only located the boat i actually have
coordinates if you need them it's conformed in lake
harney

1732:03 X7553 um hmm

1732:03 SCFR and we have um several divers and boats in the water
they're currently looking for the passengers

1732:08 X7553 yeah go ahead and give me the correct coordinates

1732:11 SCFR okay do you want the u s m g coordinates or the regular

1732:14 X7553 regular

1732:15 SCFR okay the regular coordinates that we have

1732:18 X7553 cause i don't know what u s m g is

1732:20 SCFR it it's the one that uh fema uses for natural disasters
but i have the regular ones it's twenty eight point seven
six four seven eight

Page 36 of 42

1732:27 X7553 oh seven six four seven eight

1732:30 SCFR yes

1732:31 X7553 okay

1732:32 SCFR and then it's negative eighty one point zero six one zero zero

1732:39 X7553 alright very good

1732:41 SCFR and if we locate anyone would you like to be updated

1732:44 X7553 yes please uh

1732:46 SCFR okay

1732:47 X7553 hey you got my number

1732:49 SCFR um i just want to confirm you're at four oh seven eight five two seven five five three

1732:58 X7553 that's correct hey and give me the fir

1732:59 SCFR and what was your name again

1733:00 X7553 uh scott grissom the operations manager

1733:03 SCFR scott can you spell your last name

1733:04 X7553 yeah it's g r i s s o m

1733:07 SCFR g i i'm sorry g r i s s o m

1733:11 X7553 correct

1733:13 SCFR and you're with who i'm sorry your operations

1733:15 X7553 yeah the f a a federal aviation administration f a a ops manager

1733:18 SCFR (unintelligible) f a ops manager okay

1733:22 X7553 and just give me

1733:23 SCFR okay what were you saying

1733:23 X7553 i was going to ask the for the first string of the coordinates again the the first set of numbers

1733:28 SCFR oh no problem it's twenty eight point seven six four seven eight

1733:34 X7553 okay thank you

1733:35 SCFR yep no problem

1733:36 X7553 alright bye

1733:36 SCFR bye bye

1734:09 ROC ops center bev

1734:09 X7553 hey bev this

1734:12 X7553 quick question for you we're getting a request from um okay very good i'm getting a request from the law enforcement ah

Page 38 of 42

1734:24 ROC uh huh

1734:24 X7553 if they wanted to uh um initiate a t f r

1734:27 ROC i doubt we're going to that um i'll hook you up to linda audie but they usually don't do t f r's for that

1734:33 X7553 right we were we were doing our best as we can to keep ya know the news helicopters out and and shorten the final and do things we can to keep airplanes out of there but it's it's my

1734:44 ROC (unintelligible)

1734:44 X7553 for them

1734:45 ROC linda audie tell them that they can but ah ya know that you can do it but um tell you what why don't you tell them to call us and we'll hook em up linda audie and she can give them the the rules that ya know uh (unintelligible)

1734:59 X7553 it that sounds like a good idea uh i'll do that

1735:01 ROC yeah because i i know what her answer's gonna be i listen to her tell these people that all the time

1735:05 X7553 okay very good

1735:06 ROC and uh i have contacted fisdo they're en route um instead of from orlando i think they have a guy that lives over there near sanford

1735:07 X7553 uh hmm

1735:07 ROC n t s b's been aware and so uh they said they found an oil slick but they haven't ya know they're diving for the aircraft

1735:22 X7553 well they they i the last i update i got is they did find the wreckage but they don't haven't located the um person on board

1735:30 ROC yeah um do you have an n number for that conn by any chance

1735:33 X7553 no i don't but that's a good good que

1735:42 ROC okay great

1735:42 X7553 alright

1735:42 ROC alright

1735:43 X7553 bye

1735:43 ROC alright bye bye
1736

1736:19 X7553 you know what i mean

1736:22 SCSO hello this is lieutenant farris

1736:23 X7553 hey lieutenant farris hey this is scott grissom central florida tracon we spoke earlier today reference the uh connection nine hundred um i uh do you have an update in terms of the personnel on board

1736:34 SCSO yes it's well it's confirmed that it's um we have the plane here under water ah we haven't found the plane yet so we have debris and a oil slick on lake harney

1736:46 X7553 um hmm and you got divers but

1736:47 SCSO (unintelligible) i'm almost to the command post now we have boats on the water divers are going to deploy soon and um we do not i i was told three souls on board do you have the flight plan you can confirm that

Page 40 of 42

1736:59 X7553 um i'm gonna go back and um confirm it cause i'm also gonna get the n tail number as well so um

1737:06 SCSO tail number

1737:07 X7553 yep

1737:08 SCSO i called fsdo as well they didn't say they new about it the girl at the front desk i wouldn't expect her (unintelligible)

1737:13 X7553 yeah i i don't know i don't know why the delay in fsdo was there that's uh there's another entity that was supposed to uh make that um notification above but um

1737:24 SCSO the news choppers are also saying they don't see a t f r and i'm assuming (unintelligible)

1737:30 X7553 well there's no

1737:32 SCSO (unintelligible)

1737:32 X7553 that's what i was going to say somebo i don't know who was calling to request a t f r

1737:35 SCSO that was me

1737:36 X7553 okay um let me give you

1737:38 SCSO sanford

1737:39 X7553 let me give you a number to call cause w we can't initiate the t f r y you have to follow this other process and call this other number

1737:47 SCSO sanford told me they had it confirmed that it was that it was in place

1737:51 X7553 sanford sanford tower

1737:53 SCSO yeah sanford tower

1737:54 X7553 no they don't have the uh they don't have the authority
delegation to do that as far as i know um but what we're
doing is

1738:01 SCSO by chance with the flight plan and then any information i
need to set up the t f r

1738:06 X7553 okay

1738:07 SCSO (unintelligible) email access cause i'm actually driving
to the scene right now

1738:09 X7553 i've got uh i think i've got your email right here s hair
s farris at seminole

1738:16 SCSO yep

1738:16 X7553 i got it i'll uh i'll try to get that to ya with a number

1738:20 SCSO and you can with the tail number souls on board flight
plan any t f r information would be awesome

1738:26 X7553 okay and

1738:27 SCSO to the command post here now

1738:29 X7553 alright if you get an update if you'd call me back i'd
appreciate it

1738:31 SCSO you want what would you like to know next

1738:33 X7553 i just the status of the of the um personnel on board

1738:38 SCSO if there's any survivors

1738:39 X7553 yep

1738:39 SCSO (unintelligible)

1738:39 X7553 that's it

1738:39 SCSO could be a while once we get dive team down

1738:41 X7553 okay

1738:43 SCSO you know underwater and that could be a lengthy process
but yeah

1738:46 X7553 i understand

1738:47 SCSO (unintelligible) free to check back with me if you need
any more information or uh um

1738:53 X7553 wilco

1738:53 SCSO (unintelligible) car behind me okay

1738:55 X7553 alright thanks

1738:56 SCSO okay thank you

1738:57 X7553 bye

1739
(1740-1808)
1809

End of Transcript



Federal Aviation Administration

Memorandum

Date: January 22, 2018

To: Aircraft Accident File F11-TRACON-0022

From: Central Florida Terminal Radar Approach Control Facility

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, CONN900
Geneva, FL, December 08, 2017

This transcription covers the Central Florida Terminal Radar Approach Control Facility (TRACON) TMAC1 SI position for the time period from December 08, 2017, 1550 UTC, to December 08, 2017, 1702 UTC.

Agencies Making Transmissions	Abbreviations
Sanford Airport Traffic Control Tower	SFB
Central Florida TRACON Traffic Management Coordinator 1	TMAC1

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving CONN900.

[REDACTED]

David J Myers
Support Specialist
Central Florida TRACON

1550
(1551-1619)

1620
1620:21 SFB you have to take that position

1620:22 TMAC1 orlando

1620:23 SFB hey this is sanford you want tme to get the sheriff's helicopter headed that way

1620:25 TMAC1 affirmative

F11-TRACON-0022
CONN900

Page 2 of 2

1620:26 SFB thank you

1621

(1622-1629)

1630

1630:48 SFB (unintelligible)

1630:50 TMAC1 orlando

1630:51 SFB hey this is sanford we're getting the sheriff's helicopter
he's airborne now heading east um heading that way we've
got uh we are going v f r at the same time just wanted to
let you know that

1631:00 TMAC1 copy

1631:01 SFB okay

1631:01 TMAC1 (unintelligible)

1631:02 SFB (unintelligible)

1632

(1633-1701)

1702

End of Transcript



Federal Aviation Administration

Memorandum

Date: January 22, 2018

To: Aircraft Accident File F11-TRACON-0022

From: Central Florida Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, CONN900
Geneva, FL, December 08, 2017

This transcription covers the Central Florida Terminal Radar Approach Control Facility (TRACON) X7561 N-A position for the time period from December 08, 2017, 1551 UTC, to December 08, 2017, 1653 UTC.

Agencies Making Transmissions	Abbreviations
L3 Flight Academy	L3
Central Florida TRACON, Extension 7561	X7561

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving CONN900.


David J Myers
Support Specialist
Central Florida TRACON

1551
(1552-1620)

1621
1621:36 L3 flight supe ryan speaking

1621:37 X7561 i need the souls on board of connection nine hundred asap

1621:42 L3 alright stand by

1621:58 L3 three aboard

1621:58 X7561 you're sure

F11-TRACON-0022
CONN900

Page 2 of 2

1622:01 L3 yeah

1622:02 X7561 roger that
1623
(1624-1652)
1653

End of Transcript



Federal Aviation Administration

Memorandum

Date: January 22, 2018

To: Aircraft Accident File F11-TRACON-0022

From: Central Florida Terminal Radar Approach Control Facility

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, CONN900
Geneva, FL, December 08, 2017

This transcription covers the Central Florida Terminal Radar Approach Control Facility (TRACON) WATCH DESK OM position for the time period from December 08, 2017, 1556 UTC, to December 08, 2017, 1821 UTC.

Agencies Making Transmissions	Abbreviations
Jacksonville Air Route Traffic Control Center Watch Desk	ZJX OM
Central Florida TRACON Watch Desk	F11 OM
LEIDOS Flight Service	FSS

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving CONN900.


David J Myers
Support Specialist
Central Florida TRACON

1556
(1557-1625)

1626
1626:12 ZJX OM watch desk

1626:14 F11 OM hey watch desk hey this is central florida tracon i need to initiate uh alnot

1626:19 ZJX OM alright stand by i got to write all this down

1626:21 F11 OM okay

Page 2 of 6

1626:23 ZJX OM alright go ahead

1626:25 F11 OM yes the call sign is connection uh that's charlie november
 november nine hundred type aircraft is a king air b e
 nine l

1626:35 ZJX OM okay

1626:36 F11 OM the known information is three souls on board we lost
 radar radio at one six one five z i f r flight plan

1626:47 ZJX OM alright hang on a second radar radio okay

1626:50 F11 OM uh i f r flight plan beacon code three zero five six

1626:54 ZJX OM okay

1626:56 F11 OM lat long zero two eight four four two two slant zero eight
 one zero three zero seven

1627:09 ZJX OM okay

1627:09 F11 OM and

1627:10 ZJX OM where was he coming from and going to

1627:13 F11 OM um his route of flight ah i think he was just a um sanford
 round robin to sanford doing practice approaches

1627:22 ZJX OM okay

1627:24 F11 OM he was we were about to turn him on to the ah localizer
 approach ah the coordinates the coordinates are over lake
 harney and that's where we lost radar radio

1627:32 ZJX OM over lake harney

Page 3 of 6

1627:34 F11 OM yeah southern end of lake harney

1627:35 ZJX OM and how you spell that h a r n n e y

1627:39 F11 OM h a r n e y

1627:40 ZJX OM n e y alright orlando i'll call you back if i need anything thank you

1627:45 F11 OM alright and the uh if you need the weather it was uh eight hundred feet ceiling on that

1627:51 ZJX OM what eight eight hundred overcast

1627:54 F11 OM uh we couldn't dispatch another aircraft to over fly and look for'em and tower the tower doesn't observe any smoke we dispatched seminole county out as well

1627:59 ZJX OM any e l t s

1628:01 F11 OM no e l t received

1628:02 ZJX OM no e l t s alright well get the alnot out

1628:04 F11 OM alright thank you

1628:05 ZJX OM h l
1629
(1630-1741)
1742

1742:39 F11 OM this is orlando

1742:40 FSS i'm sorry i thought you guys called me

1742:42 F11 OM yeah i did call you hey i wanted to ask you yeah i didn't know you'd pick up i thought deja vu all over again

Page 4 of 6

1742:48 FSS no worries

1742:49 F11 OM i wanted to know if um you could pull up and see in your database a flight plan

1742:52 FSS what's the call sign

1742:54 F11 OM um it would have been filed under connection nine hundred that's charlie november november nine zero zero

1743:00 FSS okay ah looks like there's an active search and rescue on'em

1743:04 F11 OM okay hold on just a second orlando tracon scott grissom yep hey can you hold on just a second (unintelligible) alright i know they are doing the search and rescue but did did he file a flight plan with you

1743:22 FSS ah

1743:23 F11 OM do you have like what his route would have been

1743:24 FSS um yeah we have a v f r flight plan here ah um actually know what no he did not we had to we had to make a flight plan for him when when we ah started the search and rescue

1743:36 F11 OM okay that that tells me he probably filed a round robin like um sanford to daytona and back with (unintelligible)

1743:42 FSS you know usually typically i'd say yes if it was like a a lower number but typically the connection nine hundred numbers there ah i wanna say that is that there king air or

1743:53 F11 OM yes it's king air

1743:54 FSS yeah that's usually the owner or um somebody like higher

up um and can't say for certain where they typically go
but i wanna say they go somewhere in like georgia

1744:04 F11 OM okay

1744:04 FSS or a mississippi or alabama sometimes

1744:06 F11 OM well they were doing practice approaches so that's

1744:07 FSS oh okay alright

1744:09 F11 OM alright

1744:09 FSS that makes sense

1744:09 F11 OM thanks anyway

1744:10 FSS alright bravo charlie

1744:11 F11 OM alright bye

1745

(1746-1749)

1750

1750:01 FSS (unintelligible) radio flight data

1750:02 F11 OM hey radio this is central florida tracon ah somebody
called from there and said you had some information on
the connection nine hundred flight plan

1750:08 FSS yeah i wasn't sure i did find where they ah filed on
fourth flight earlier i got details on what their routing
did he did he want that

1750:15 F11 OM yeah

1750:17 FSS alright ah let's see he departed mike lima juliett ah
looks like going to alma then cecil ormond ah the coral

Page 6 of 6

one c o r l l sorry charlie oscar romeo lima lima one

1750:29 F11 OM v q q ormond coral one yeah

1750:31 FSS yep okay ah um and then back to sanford that's his routing he did only show ah four minutes en route so that might have been uh ya know his mistake but i don't know if it's what he filed or not it's like i said it's just ah um the data sheet from four flight that i'm pulling up

1750:50 F11 OM hmm okay

1750:51 FSS ah um so yeah that that's his routing i don't know if you need anything else let me know

1750:55 F11 OM alright very good

1750:56 FSS ah alright thanks bravo charlie

1750:57 F11 OM alright bye

1751

(1752-1820)

1821

End of Transcript



Federal Aviation Administration

Memorandum

Date: January 22, 2018

To: Aircraft Accident File F11-TRACON-0022

From: Central Florida Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, CONN900
Geneva, FL, December 08, 2017

This transcription covers the Central Florida Terminal Radar Approach Control Facility (TRACON) TMAC2 TM position for the time period from December 08, 2017, 1602 UTC, to December 08, 2017, 1703 UTC.

Agencies Making Transmissions

Abbreviations

Sanford Airport Traffic Control Tower
Central Florida TRACON Traffic
Management Coordinator 2

SFB
TMAC2

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving CONN900.


David J Myers
Support Specialist
Central Florida TRACON

1602
(1603-1631)

1632
1632:38 SFB sanford

1632:39 TMAC2 switch the sheriff to nineteen seventy seven

1632:41 SFB nineteen seventy seven

1632:42 TMAC2 yeah i got the coordinates for him
1633
(1634-1702)

F11-TRACON-0022
CONN900

Page 2 of 2

1703

End of Transcript
