

July 23, 1999

To Whom It May Concern:

I, Lawrence Eng, am employed as an Air Traffic Control Specialist, GS-2152, and assigned as an Automation Specialist at the New York Flight Service Data Processing System (FSDPS). My duty location is at the New York Air Route Traffic Control Center in Ronkonkoma, New York.

On July 22, 1999, between the hours of 1807EDT and 2322EDT, I performed ARCHREADS on 29 separate Archive Tapes. These ARCHREADS show that there was no contact between either N9253N or N529JK and the three (3) Flight Service Stations that are under our jurisdiction between July 7, 1999 at 1600EDT up to and past the time of the aircraft accident of N529JK on the evening of July 16, 1999. (The 3 Flight Service Stations are Islip AFSS, Millville AFSS, and Bangor AFSS.)

The printouts confirm that Islip AFSS, Millville AFSS, and Bangor AFSS did not have any contacts with N9253N or N529JK, or copy a flight plan, or have an inflight radio contact. I went back as far in time as far as possible to July 7th at 1600EDT, as we are required to maintain archive tapes for a period of 15 days and then we overwrite on these same tapes when they data stored on them becomes older than 15 days.

If I can be of any further assistance, I can be reached at [REDACTED]


[REDACTED]
Lawrence Eng

TOTAL P.01



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Aircraft Search

Date: July 23, 1999

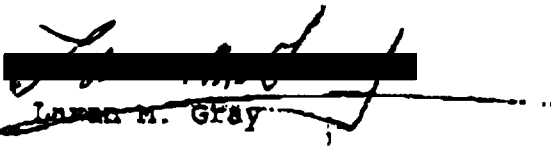
From: Assistant Manager for
Automation, Leesburg Flight
Service Data Processing
System

Ready to
Assn. of:

To: Cosmo Hamilton, Assistant Air
Traffic Manager, Leesburg
Flight Service Station

On this date July 23, 1999, the staff of the Leesburg FSDPS checked for any information that may be available on aircraft N529JK and N9253N. We were able to check archived tapes for the period July 8 through July 16, the date of the accident. The search included the Leesburg, VA, Williamsport, PA, and Elkins, WV. Flight Service Stations.

This is to report that there was no contact or flight plan information of any type for the above mentioned time period.


Loren M. Gray

Mark,

Enclosed are several EVRs from N529JK & N9253N. Here is a summary of what we found:

- 7/05/99 2210Z - N9253N received an Inflight briefing from BDR AFSS, route was MVY..CDW
- 7/05/99 2340Z - N9253N received a Pre-flight briefing from BDR AFSS, route was CDW..MVY
- 7/08/99 1934Z - N529JK received a Pre-flight briefing from AOO AFSS, route was SBY..CDW
- 7/17/99 0555Z - BDR AFSS Inflight terminal did a history file check on N529JK & N9253N
- 7/17/99 0606Z - BDR AFSS Inflight terminal transmitted a Service message to MIV AFSS requesting any information on N529JK or N9253N
- 7/17/99 0642Z - BDR AFSS Supervisor terminal transmitted a series of ALNOTs on N529JK & N9253N
- 7/22/99 0903Z - BDR AFSS Flight Data terminal transmitted ALNOT cancellation

We also found hundreds of hits on N529JK & N9253N between 7/17 and 7/22 these occurred whenever a terminal at BDR, BTV or AOO AFSS viewed the active ALNOT.

If you need more information please contact Boston FSDPS.

Bruce Lawson AUS
Boston FSDPS



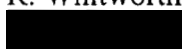
U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Additional
Rerecordings; Aircraft Accident; N9253N,
BDR-AFSS-406

Date: July 27, 1999

From: Manager, Caldwell ATCT

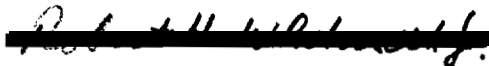
Reply to: R. Whitworth
Attn. of: 
FAX 973-575-4149

To: Manager, Quality Assurance Branch, AEA-
505

In accordance with Order 8020.11A, Aircraft Accident and Incident Notification, Investigation, and Reporting, paragraph 74 b (2), this memorandum documents transmittal of the attached cassette rerecordings specifically prepared at the request of your office on behalf of the National Transportation Safety Board.

These rerecordings were made on July 27, 1999.

A copy of this memorandum shall be placed in the subject accident file.



Robert H. Whitworth Jr.

Attachment



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: INFORMATION: Full Transcript;
Aircraft Accident, N9253N,
Martha's Vineyard, MA; July 17, 1999

Date: July 27, 1999

From: Caldwell ATCT

Reply to
Attn of:

To: Aircraft Accident File BDR-AFSS-406

This transcription covers the Caldwell ATCT Automatic Terminal Information Service broadcast during the period July 17, 1999, 0029 UTC to July 17, 1999, 0044 UTC.

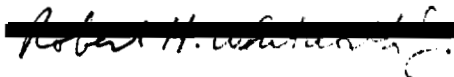
Agencies Making Transmissions

Automatic Terminal Information Service

Abbreviations

ATIS

I hereby certify that the following is a true transcription of the recorded ATIS broadcast pertaining to the subject aircraft accident involving N9253N:



Robert H. Whitworth Jr.
Air Traffic Manager
Caldwell ATCT

0029 to
0044

ATIS

caldwell tower information mike two three five three zulu wind two three zero at four visibility four haze sky clear temperature three three dew point one eight altimeter three zero zero seven visual approach in use landing runway two two right traffic departing runway two two and two seven traffic advisories teterboro v o r d m e alpha approach is in use use caution traffic passes north of caldwell descending from three thousand to two thousand feet morristown i l s runway two three approach is in use use caution traffic passes two miles west of caldwell descending through two thousand feet notams tower three hundred and eight feet above ground level five miles southwest of caldwell the lights are out of service advise on initial contact you have mike

End of Transcript



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

Memorandum

Subject: INFORMATION: Full Transcript;
Aircraft Accident, N9253N,
Martha's Vineyard, MA; July 17, 1999

Date July 27, 1999

From: Caldwell ATCT

Reply to
Attn. of

To: Aircraft Accident File BDR-AFSS-406

This transcript covers the Caldwell ATCT Flight Data/Clearance Delivery/Ground Control position for the time period from July 17, 1999, 0029 UTC to July 17, 1999, 0039 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Piper Saratoga N9253N	N9253N
Caldwell ATCT, Flight Data/ Clearance Delivery/Ground Control	GC
Cessna N737JH	N737JH

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N9253N:

~~Robert H. Whitworth Jr.~~

Robert H. Whitworth Jr.
Air Traffic Manager
Caldwell ATCT

0029
0030
0031
0032
0033
0034

0034:14 N9253N caldwell ground, saratoga niner two five three
november ready to taxi with mike at airbound right
turnout northeastbound

0034:25 GC saratoga five three november taxi to runway two
two

BDR-AFSS-406
N9253N

Page 2 of 2

0034:28 N9253N five three november to two two thanks
0035
0036
0037
0037:37 N737JH (unintelligible) caldwell ground seven three seven
juliet hotels at c f a with information mike
direct teterboro

0037:42 GC (unintelligible) taxi to runway two two
intersection november

0037:45 N737JH two two november (unintelligible) uh juliet hotel
0038
0039

h2a0o0E



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

Memorandum

Subject: INFORMATION: Full Transcript;
Aircraft Accident, N9253N,
Martha's Vineyard, MA; July 17, 1999

Date: July 27, 1999

From: Caldwell ATCT

Reply to
Attn of:

To: Aircraft Accident File BDR-AFSS-406

This transcript covers the Caldwell ATCT Local Control position for the time period from July 17, 1999, 0033 UTC to July 17, 1999, 0044 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Piper Saratoga N9253N	N9253N
Caldwell ATCT, Local Control	LC
Cessna N737JH	N737JH

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N9253N:

~~Robert H. Whitworth Jr.~~

Robert H. Whitworth Jr.
Air Traffic Manager
Caldwell ATCT

0033

0034

0035

0036

0037

0038

0038:32 N9253N good evening caldwell tower saratoga niner two five three november ready two two

0038:39 LC saratoga niner two five three november caldwell tower runway two two cleared for takeoff

0038:43 N9253N for takeoff two two five three november

BDR-AFSS-406
N9253N

Page 2 of 2

0038:48 LC ya headin over toward teterboro

0038:50 N9253N no sir i'm uh actually i'm heading a little
uh north of it uh eastbound

0038:54 LC make it a right downwind departure then

0038:56 N9253N right downwind departure two two
0039
0040

0040:21 N737JH caldwell tower good evening cessna seven two
seven juliet hotel two two at november teterboro

0040:25 LC cessna seven three seven juliet hotel caldwell
tower runway two two cleared for takeoff after
niner



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

Memorandum

Subject: **INFORMATION:** Partial Transcription;
NTSB Request 99-095; Westchester, NY;
July 17, 1999

Date: July 30, 1999

From: New York TRACON

Reply to
Attn. of:

To: Tony Mello AAT-200

This transcription covers the New York TRACON ROBER position for the time period from July 17, 1999, 0045 UTC to July 17, 1999, 0059 UTC.

Agencies Making Transmissions

New York TRACON, NOBBI position
AAL1484

Abbreviations

L119
AAL

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject NTSB request involving AAL1484:

0045

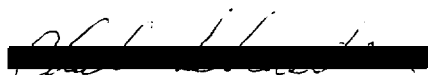
0046

0047

0048

0049:33 AAL ah american fourteen eighty four leveling at six thousand

0049:39 L119 fourteen eighty four new york approach altimeter three zero one
zero information zulu current


Charles Schroeder
Support Specialist Quality Assurance
New York TRACON

0049:43 AAL thank you we have zulu and three zero one zero american fourteen eighty four

0049:48 L119 american fourteen eighty four descend and maintain three thousand

0049:50 AAL three thousand american fourteen eighty four

0050
0050:32 L119 american fourteen eighty four five from leasa cross leasa three thousand or above cleared i l s one six approach

0050:38 AAL ok three thousand or above at leasa cleared uh i l s one six american fourteen eighty four

0051
0052
0052:22 L119 american fourteen eighty four traffic one oclock and five miles eastbound two thousand four hundred unverified appears to be climbing

0052:29 AAL asmerican fourteen eighty four we re looking

0052:56 L119 fourteen eighty four traffic one oclock and uh three miles twenty eight hundred now unverified

0053
0053:02 AAL um yes we have uh (unintelligible) i think we have him here american fourteen eighty four

0053:10 AAL i understand he s not in contact with you or any body else

0053:14 L119 uh nope doesnt not talkin to anybody

0053:27 AAL seems to be climbing through uh thirty one hundred now we just got a traffic advisory here

0053:35 L119 uh thats what it looks like

0053:59 AAL uh we just had a

0054
0054:12 L119 american fourteen eighty four you can contact tower nineteen seven



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

Memorandum

Providence ATCT
464 Warwick Industrial Drive
Warwick, RI 02886-2418

Subject: INFORMATION: Transcription; Aircraft Accident
N9253N; Martha's Vineyard, MA; July 17, 1999, 0115
UTC through 0200 UTC

Date: JUL 30 1999

From: Manager, Providence ATCT

Reply to
Attn. of:

To: Acting Manager, ANE-505

There are two transcriptions attached. The first transcription covers the Martha's Vineyard Federal Contract Tower Local Control and Ground Control positions from July 17, 1999, 0115 UTC to July 17, 1999, 0200 UTC. The Local Control position and Ground Control position were combined during this time period. The second transcription covers the Automatic Terminal Information Service from July 17, 1999, 0115 UTC to July 17, 1999, 0200 UTC.

First Transcription

Agencies Making Transmissions	Abbreviations
Martha's Vineyard Federal Contract Tower Ground Control and Local Control Positions	MVY
Cape TRACON	K90
Cape Air Flight 22	KAP22
Unidentified Transmissions	UNK
Mooney N1001J	N1001J
Aztec N14284	N14284
Cape Air Flight 505	KAP505

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N9253N.

~~Cheryl A. West~~
Cheryl A. West
Support Specialist for Plans and Procedures
Providence Airport Traffic Control Tower

0115
0115:23 K90 hey tower approach

NTSB REQUEST
N9253N

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0115:27	MVY	the vineyard
0115:28	K90	yes back to one one eight point two for the night
0115:30	MVY	ahh cops must be on
0115:32	K90	(laughter)
0115:33	MVY	see ya
0115:35	K90	(laughter) its a friday night time to tear it up
0115:37	MVY	(laughter)
0115:38	K90	see ya buddy
0115:39	MVY	all right
0115:40	K90	hey buddy i'll get you that phone number
0115:42	MVY	ok i appreciate it
0115:43	K90	ya i just lost it so i had to get it some where else
0115:45	MVY	yeah the one she gave me ah you know i called an answering machine answered and says thanks for calling and immediately goes into a busy machine ah answer
0115:52	K90	weird
0115:53	MVY	ya

0115:54 K90 ahh might i got one at home and i just gotta head check it
out um let ya know how long you going to be there till ten

0115:59 MVY yeah i'll be here at ten aint no big deal on it ya know i
looked in the faa organizational manual and they got
every place in texas with the exception of lubbock tower
they got lubbock radar and everything

0116

0116:07 K90 well you can call lubbock ra lubbock radar "unintelligible"
you can get it there

0116:11 MVY ok

0116:12 K90 yeah should it is an up down so "unintelligible"

0116:13 MVY ok thanks

0116:14 K90 all right see ya buddy

0116:15 MVY ok

0117

0118

0118:34 UNK (squeal sound)

0119

0119:31 K90 vineyard tower approach inbound

0119:35 MVY vineyard

0119:36 K90 fourteen north cair twenty two

0119:38 MVY wh

0119:39 K90 "unintelligible"

0120

0120:21 0121	UNK	(click sound)
0121:13	K90	and vineyard tower approach
0121:17	MVY	vineyard
0121:18	K90	can i keep cair twenty two coming inside of seven he's looking for the airport
0121:20	MVY	ehh a at as long as you need him
0121:22	K90	kay great thanks
0121:23	MVY	all right wh
0121:24 0122	K90	"unintelligible"
0122:49	KAP22	and tower good evening cair two two's with you just crossing the north shore
0122:52	MVY	cair twenty two in sight runway two four clear to land
0122:54 0123 0124 0125	KAP22	clear to land two four two two
0125:25	UNK	wind check
0125:28 0126	MVY	ahh two eight zero at seven
0126:38	MVY	cair twenty two taxi to the gate
0126:40	KAP22	to the gate with you two two

NTSB REQUEST
N9253N

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0127
0127:29 N1001J ground tower mooney one zero zero one juliet with oscar
taxi for take off
0127:34 MVY mooney one zero zero one juliet vineyard taxi to runway
two four did you say oscar sir
0127:39 N1001J oscar
0127:40 MVY thank you
0127:41 N1001J taxi two four zero one juliet
0128
0129
0130
0130:57 UNK (squeal noise)
0131
0132
0132:09 KAP22 and with you cair twenty two off the gate with oscar going
to hyannis
0132:15 MVY cair twenty two taxi to runway two four
0132:17 KAP22 two four
0132:19 N1001J hi tower zero one juliet ready for take off to the ahh east
0132:24 MVY november zero one juliet runway two four clear for take off
understand east left turn on course approved
0132:29 N1001J ahh i'm sorry "unintelligible" its to the west right turn
0132:35 MVY november one zero juliet right turn on course approved
0132:36 N1001J zero one juliet cleared for take off

0132:40	KAP22	any chance for three three for twenty two
0132:43	MVY	cair twenty two taxi to runway three three
0132:45 0133	UNK	(click noise)
0133:12	KAP22	and twenty two is ready to go three three
0133:14	MVY	cair twenty two runway three three taxi into position and hold departing traffic on a crossing runway
0133:22	KAP22	position n hold three three two two
0133:42	MVY	cair twenty two runway three three clear for take off right turn on course to ahh hyannis
0133:46 0134 0135	KAP22	cleared to go three three cair two two
0135:20	N1001J	zero one juliet requesting frequency change
0135:23	MVY	november one zero juliet ahh correction november zero one juliet good night
0135:24	N1001J	good night
0135:28	MVY	cair twenty two frequency change approved good night
0135:31 0136 0137 0138 0139 0140 0141 0142	KAP22	cair twenty two good night we'll see you in a while

NTSB REQUEST
N9253N

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0143
0144
0145
0146
0146:26 N14284 and vineyard tower aztec one four two eight four is with
you

0146:32 MVY calling vineyard say again please

0146:34 N14284 yes sir that's one four two eighty four we're with you just
passing over the shore now ahh from the north west

0146:41 MVY november one four two eight four vineyard tower report
turning final for runway two four

0146:45 N14284 roger two eighty four

0146:56 MVY november two eight four say your type

0146:58 N14284 its a piper aztec sir

0146:59 MVY oh kay roger
0147
0148
0148:09 MVY aztec two eighty four i have you in sight runway two four
clear to land

0148:12 N14284 clear to land two four two eighty four
0149

0149:39 K90 vineyard tower cape approach

0149:41 MVY the vineyard

0149:42 K90 cair five oh fives v f r

0149:43	MVY	wh
0149:44	K90	gl
0150		
0151		
0151:17	MVY	aztec two eighty four turn left a charlie taxi to parking this frequency
0151:20	N14284	eighty four roger
0151:23	KAP505	hey vineyard tower cair five oh five with you twelve miles to the north inbound landing with "unintelligible"
0151:28	MVY	cair five oh five runway two four clear to land
0151:31	KAP505	oh kay two four clear to land five oh five
0152		
0152:28	UNK	(clicking sounds)
0152:36	UNK	(clicking sounds)
0153		
0154		
0154:38	UNK	(tapping sounds)
0155		
0156		
0156:02	MVY	attention all aircraft martha's vineyard tower will cease operations at four minutes at ten p m local time or zero two zero zero zulu
0156:20	UNK	sounds like its been a very long day
0156:23	MVY	roger
0156:30	N14284	and vineyard ground aztec one four two eight four with oscar ready to taxi

0156:35 MVY aztec one four two eighty four taxi to runway two four

0156:38 N14284 two four two eighty four
0157

0157:11 KAP505 and tower cair five oh five clear to the gate

0157:17 MVY cair five oh five to the gate

0157:18 KAP505 you guys have a good night i'll see you tomorrow
0158

0158:15 MVY cape approach vineyard tower

0158:21 K90 cape approach

0158:22 MVY closin up on the hour information in the i d s is correct totals
are in nav aids are up nobody has a clearance out

0158:30 K90 thank you buddy have a nice night

0158:31 MVY ah roger you too now
0159
0200

End of Transcript

Second Transcription

This transcription covers the Martha's Vineyard Automatic Terminal Information service for the time period July 17, 1999, 0115 UTC to July 17, 1999, 0200 UTC. The Automatic Terminal Information Service broadcast was the same for the entire time period.

Agencies Making Transmissions	Abbreviations
.....
Martha's Vineyard Federal Contract Tower Automatic Terminal Information service	ATIS

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N9253N.

~~Cheryl A. West~~
Cheryl A. West
Support Specialist for Plans and Procedures
Providence Airport Traffic Control Tower

0115 - 0200 ATIS martha's vineyard tower information oscar zero zero five two
automated weather wind two six zero at seven visibility eight
miles sky is clear below one two thousand temperature two
three dew point one niner celsius altimeter three zero zero
niner landing and departing runway two four i f r arrivals
should expect the visual approach tower and ground control
positions are combined on frequency one two one point four
advise the controller on initial contact you have information
oscar

End of Transcript

~~Patricia L. Garrambone~~
Patricia L. Garrambone