

**Docket No. SA-520**

**Exhibit No. 3-B**

**NATIONAL TRANSPORTATION SAFETY BOARD**

Washington, D.C.

**ASA261 - Los Angeles Center  
Communications Transcripts**

(46 Pages)

[ 1  
[ 1



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Partial Transcript;  
Aircraft Accident, ASA261; 2 1/2 Nautical Miles  
Northeast of Anacapa Island, CA; February 1,  
2000, 0021 UTC

Date: March 29, 2000

From: Los Angeles ARTCC

Reply to  
Attn of:

To: Aircraft Accident File ZLA-ARTCC-263

This transcription covers the Los Angeles ARTCC R-14 position for the time period from January 31, 2000, 2357 UTC to February 1, 2000, 0040 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Los Angeles ARTC Center Sector 14 Radar Position	R-14
Rockwell International Corp. Turbo Commander N50DX	N50DX
Sky West Aviation, Inc. Flight 5154	SKW5154

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving ASA261:

  
Thomas Kite  
Support Specialist  
Los Angeles ARTCC

2357  
2358  
2359  
0000  
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B-1

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0018:02 R-14 commander ah five zero delta xray traffic at ah one o'clock four miles westbound one eight thousand descending to one seven thousand up there kinda high is one of alaskas ah boeing ah probably an m d eighty do you see him up there high ahead and to your right

0018:18 N50DX ah delta xray we're looking sir

0018:37 R-14 ah alaska two sixty one you over here with me yet sir

0018:53 N50DX I a delta xray we do have that airplane quite high and up at one o'clock

0018:57 R-14 zero delta xray roger just kinda keep your eye on him he's having some pretty bad problems up there right now as far as we know right now he doesn't have any intent to go below seventeen thousand but keep your eye on him ok

0019:07 N50DX will do delta xray

0019:09 R-14 thanks

0019:20 R-14 skywest fifty one fifty four traffic one o'clock about ah fifteen miles westbound up at about one seven thousand is an alaska

m d eighty you see him up there high ahead and to your right there

0019:31 SKW5154 ah we're looking skywest fifty one fifty four

0019:39 N50DX five zero delta xray that plane has just started to do a big huge plunge

0019:43 R-14 a big huge plunge ah thank you skywest fifty one fifty four the m d eighty is ah one becoming about two o'clock about ten miles now another pilot reports he's really looking pretty bad there ahead and to your right do you see him

0019:55 SKW5154 yes sir ah i concur he is uh definitely in a nose down uh position descending quite rapidly

0020:01 R-14 o k very good keep your eye on him alaska two sixty one are you here with us yet sir

0020:20 N50DX plane's inverted sir

0020:22 R-14 o k very good it looks like he's turning ah turning over in front of you now skywest fifty one fifty four you still got your eyes on him sir

0020:29 SKW5154 (unintelligible) he's in sight he ah definitely out of control

0020:32 R-14 o k very good

0020:39 SKW5154 (unintelligible) he's inverted

0020:41 R-14 he's o k

0020:46 R-14 just ah just do what you need to do there skywest fifty one fifty four keep us advised

0020:57 N50DX and he's just hit the water

0021:03 SKW5154 ah yes sir he ah he ah hit the water he's ah down

0021:09 R-14 o k

0021:11 N50DX and for a position i'm right abeam him five zero delta xray

0021:15 R-14 yeah wu we ha he just now hit it we have the spot marked right here thanks guys

0021:32 SKW5154 center he's about ah two and a half miles off the end of anacapa just uh towards point mugu

0021:38 R-14 o k he's about two and a half miles off the east end of anacapa was it

0021:42 SKW5154 sir that's affirmative actually he's off the uh the northeast end probably a zero three zero heading off of anacapa there was a boat that doesn't seem to be turning around right next to him

0021:50 R-14 ah roger that ah zero delta xray do you still do you still see the spot right where it went in

0021:57 N50DX negative sir its just uh behind me i can turn if you like

0022:00 R-14 ah do you have time to just park yourself over there for a few minutes while we get some help on the way

0022:05 N50DX we sure do delta xray uh making ah right turn

0022:07 R-14 o k thank you very much

0022:16 SKW5154 and center ah that ah boat seems to be pulling a one eighty now they're about a mile and a half away from the wreck site

0022:22 R-14 o k what did it just look like a pleasure uh pleasure craft or uh something like that

0022:26 SKW5154 uh no sir it looks probably like a fishing boat and uh it looks like they're picking up speed back towards the site

0022:31 R-14 o k very good  
0023

0023:19 R-14 k commander niner zero delta xray descend and maintain five thousand please

0023:24 N50DX five zero delta xray descending to five thousand and uh heading back towards that point

0023:29 R-14 o k very good uh contact mugu approach on one two eight point six five they're gonna be working with us from here on in on it one two eight point six five we do really appreciate your cooperation here

0023:39 N50DX two eight six five delta xray descending

0023:41 R-14 good day  
0024  
0025  
0026  
0027

B-5

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0032  
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0035  
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0037  
0038  
0039  
0040

End of Transcript

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U.S. Department  
of Transportation

Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Partial Transcript;  
Aircraft Accident, ASA261; 2 1/2 Nautical Miles  
Northeast of Anacapa Island, CA; February 1,  
2000, 0021 UTC

Date: March 29, 2000

From: Los Angeles ARTCC

Reply to  
Attn of:

To: Aircraft Accident File ZLA-ARTCC-263

This transcription covers the Los Angeles ARTCC A-22 position for the time period  
from January 31, 2000, 2253 UTC to January 31, 2000, 2328 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Mazatlan Area Control Center	ZMX
Los Angeles ARTC Center Sector 22	A-22
Flight Data Position	

I hereby certify that the following is a true transcription of the recorded conversations  
pertaining to the subject aircraft accident involving ASA261:

~~Linda Flores~~

Linda Flores  
Support Specialist  
Los Angeles ARTCC

2253  
2254  
2255  
2256  
2257  
2258  
2259  
2300

2300:59    ZMX        los angeles a thirty mazatlan

2301:13    A-22        mazatlan a thirty

B-7



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ASA261

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2301:15 ZMX estimate

2301:18 A-22 go ahead

2301:19 ZMX alaska two sixty one m d eighty slash alpha speed four six zero estimate penasco two three three one flight level three one zero departed mike mike papa romeo uh julian oceanside santa catalina san marcos j five zero one big sur san francisco land

2301:38 A-22 o k and that was alaska two sixty one

2301:41 ZMX alaska two sixty one yeah

2301:44 A-22 o k go ahead

2301:46 ZMX that's it

2301:46 A-22 o k i've got two uh proposals for you aero california one thirty seven

2301:51 ZMX go ahead

2301:52 A-22 landing tango romeo charlie

2301:55 ZMX uh huh

2301:55 A-22 one three zero two is the code

2301:58 ZMX o k

B-8

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ASA261

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2301:59	A-22	and aero mexico four thirty three landing mike mike lima oscar
2302:03	ZMX	uh huh
2302:04	A-22	two zero seven six kilo xray
2302:07	ZMX	thank you
2303		
2304		
2305		
2306		
2307		
2308		
2309		
2310		
2311		
2312		
2313		
2314		
2314:29	ZMX	a thirty mazatlan
2315		
2315:03	ZMX	a thirty estimates
2315:07	A-22	thirty
2315:08	ZMX	estimates
2315:11	A-22	go ahead
2315:12	ZMX	alaska two seventy five m d eighty a slant alpha speed four forty five golfo two three two niner three one zero departed mike mike sierra delta I a landing and squawking four five six three
2315:28	A-22	o k and that was alaska two twenty five

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ASA261

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2315:30 ZMX no two seven five

2315:31 A-22 two seven five---o k

2315:35 ZMX aero california one sixty two d c niner slant alpha speed four forty golfo two three three two three five zero departed mike mike lima tango l a landing a squawking four five five one

2315:52 A-22 kilo xray

2315:53 ZMX ah one more

2315:54 A-22 k

2315:55 ZMX alaska two eleven m d eighty slant alpha speed four forty five penasco two three three two two eight zero departed mazatlan mike mike mike zulu l a landing squawking forty five forty seven and reference alaska two sixty one

2316:14 A-22 o---k this is a thirty you want to talk to uh

2316:18 ZMX i got a new routing for alaska two sixty one

2316:23 A-22 stand by

2316:56 A-22 o k uh go ahead on alaska two sixty one

2316:59 ZMX alaska two sixty one now is flying by tijuana he's flying j five tijuana j one oceanside then uh santa catalina san marcos big sur san francisco landing---and his golfo estimate is uh the same as penasco two two three three one three one zero

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ASA261

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2317:25 A-22 kilo xray

2317:26 ZMX mike romeo thank you

2318

2319

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2321

2322

2323

2324

2325

2326

2327

2328

End of Transcript

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U.S. Department  
of Transportation

Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Partial Transcript;  
Aircraft Accident, ASA261; 2 1/2 Nautical Miles  
Northeast of Anacapa Island, CA; February 1,  
2000, 0021 UTC

Date: March 29, 2000

From: Los Angeles ARTCC

Reply to  
Attn of:

To: Aircraft Accident File ZLA-ARTCC-263

This transcription covers the Los Angeles ARTCC R-30 position for the time period from January 31, 2000, 2344 UTC to February 1, 2000, 0024 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Alaska Airlines Inc. Flight 261	ASA261
Los Angeles ARTC Center Sector 30	R-30
Radar Position	

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving ASA261:

~~Linda Flores~~

Linda Flores  
Support Specialist  
Los Angeles ARTCC

2344  
2345  
2346  
2347  
2348  
2349  
2350  
2351

2351:20 ASA261 I a alaska two sixty one three one zero

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ASA261

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2351:37 ASA261 los angeles alaska two sixty one three one zero

2351:42 R-30 alaska two sixty one l a center roger

2351:57 R-30 alaska two sixty one squawk two zero one zero

2352:00 ASA261 two zero one zero alaska two sixty one  
2353  
2354  
2355

2355:31 ASA261 l a alaska two sixty one just confirm our routing after uh tijuana  
is direct oceanside

2355:37 R-30 alaska two sixty one after tijuana cleared to san francisco via  
direct san marcos jet five zero one big sur direct maintain flight  
level three one zero

2355:47 ASA261 o k uh san francisco san marcos j five zero one big sur---uh  
direct three one zero alaska two sixty one

2355:54 R-30 thank you  
2356  
2357  
2358  
2359  
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0009

0009:55 ASA261 center alaska two sixty one we are uh in a dive here  
0010

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ASA261

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0010:01 R-30 alaska two sixty one uh say again

0010:03 ASA261 (unintelligible) pitch

0010:04 R-30 alaska two sixty one say again sir

0010:06 ASA261 yeah we're out of twenty six thousand feet we're in a vertical  
dive---not a dive yet---but uh we've lost vertical control of our  
airplane

0010:17 R-30 alaska two sixty one roger

0010:28 ASA261 we're at twenty three seven request uh---yeah we've got it back  
under control there no we don't (unintelligible)

0010:36 R-30 alaska two sixty one uh say the altitude you'd like to uh remain  
at  
0011

0011:03 R-30 alaska two sixty one say your condition

0011:06 ASA261 two sixty one we're at twenty four thousand feet kinda stabilized-  
--we're slowin here and uh we're gonna uh---do a little  
troubleshooting we'll can you give me a block between uh---  
twenty and twenty five

0011:21 R-30 alaska two sixty one maintain block altitude flight level two zero  
zero through flight level two five zero

0011:26 ASA261 alaska two sixty one we'll take that block we'll be monitoring the  
freq  
0012  
0013  
0014  
0014:03 R-30 alaska two sixty one uh let me know if you need anything

B-14

0014:07 ASA261 (unintelligible) we're still working it

0014:09 R-30 roger

0014:53 R-30 alaska two sixty one contact I a center one two six point five two they're aware of your uh situation

0014:59 ASA261 k alaska two sixty one say again the frequency one two zero five two

0015:03 R-30 uh alaska two sixty one twenty six fifty two

0015:06 ASA261 thank you

0015:07 R-30 you're welcome have a good day

0016  
0017  
0018  
0019  
0020  
0021  
0022  
0023  
0024

End of Transcript

B-15





U.S. Department  
of Transportation

Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Partial Transcript;  
Aircraft Accident, ASA261; 2 1/2 Nautical Miles  
Northeast of Anacapa Island, CA; February 1,  
2000, 0021 UTC

Date: March 29, 2000

From: Los Angeles ARTCC

Reply to  
Attn of:

To: Aircraft Accident File ZLA-ARTCC-263

This transcription covers the Los Angeles ARTCC D-30 position for the time period from January 31, 2000, 2345 UTC to February 1, 2000, 0022 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Alaska Airlines Inc. Flight 261	ASA261
Los Angeles ARTC Center Sector 30 Radar Position	R-30
Los Angeles ARTC Center Sector 21 Radar Associate Position	D-21
Los Angeles ARTC Center Sector 30 Radar Associate Position	D-30
Los Angeles ARTC Center Sector 14 Radar Associate Position	D-14
Los Angeles ARTC Center Sector 25 Radar Associate Position	D-25

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving ASA261:

Linda Flores  
Support Specialist  
Los Angeles ARTCC

2345  
2346  
2347

B-16

2348  
2349  
2350  
2351  
2352  
2353  
2354  
2355

2355:31 ASA261 I a alaska two sixty one just confirm our routing after uh tijuana is direct oceanside

2355:37 R-30 alaska two sixty one after tijuana cleared to san francisco via direct san marcos jet five zero one big sur direct maintain flight level three one zero

2355:47 ASA261 o k uh san francisco san marcos j five zero one big sur uh direct three one zero alaska two sixty one

2355:54 R-30 thank you

2356  
2357  
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0009

0009:55 ASA261 center alaska two sixty one we are uh in a dive here  
0010

0010:01 R-30 alaska two sixty one uh say again

0010:03 ASA261 (unintelligible) pitch

0010:04 R-30 alaska two sixty one say again sir

0010:06 ASA261 yeah we're out of twenty six thousand feet we're in a vertical  
dive---not a dive yet---but uh we've lost vertical control of our  
airplane

0010:17 R-30 alaska two sixty one roger

0010:29 D-21 where's he going sector uh

0010:31 D-30 point out on alaska two sixty one he's in a vertical dive he does  
not have control of his vertical (unintelligible)

0010:35 D-21 does not have control o k

0010:36 D-30 and he's out of twenty three eight descending

0010:38 D-21 o k thank you c j

0010:38 D-30 (unintelligible)  
0011

0011:03 D-14 (unintelligible) sky west fifty four thirty five can go \*(this is)  
fourteen green light

0011:07 D-30 yeah point out alaska two sixty one looks like he's going back up  
he lost control of his vertical (unintelligible) he's in a dive thanks

0011:11 D-14 (unintelligible) point out approved alaska four s (unintelligible)

0011:14 D-30 green light

0011:15 D-25 yeah this is twenty five you got time to tell me what's the matter with alaska

0011:17 D-30 alaska lost control of his vertical something or other he was in a dive

0011:22 D-25 vertical stabilizer (unintelligible)

0011:23 D-30 yeah hang on he's gonna stay at twenty five

0011:26 R-30 yeah he needs a block twenty to twenty five

0011:28 D-30 he needs a block twenty to twenty five i'll get that he's flashing seventy seven hundred right now

0011:32 D-25 o k

0011:33 D-30 i'll get back to you

0011:33 D-25 alright

0011:35 D-14 gone o k six oh eight is gone army's climbing to sixteen fourteen green light

0011:40 D-30 o k uh alaska two sixty one needs a block of flight level two zero zero to two five zero

0011:44 D-14 two zero zero to two five zero

0011:46 D-30 right

B-19

0011:46 D-14 that's approved (unintelligible)

0011:47 D-30 (unintelligible)

0011:59 D-21 sector thirty green twenty one

0012:00 D-30 ah alaska two sixty one is ah request a block two zero zero to two five zero

0012:03 D-21 \*(yeah) approved

0012:05 D-30 p c  
0013  
0014

0014:03 R-30 alaska two sixty one uh let me know if you need anything

0014:07 ASA261 (unintelligible) we're still working it

0014:09 R-30 roger

0014:20 D-30 he says he's working on it green light

0014:22 D-25 yeah do you are you gonna give us the alaska (unintelligible)

0014:24 D-30 i don't know what we're doing he's working on whatever he's doing right now we're just lettin him go where he where he is--- do you wanna talk to him who is this

0014:30 D-25 uh yeah it'd be a good idea

0014:31 D-30 twenty five

B-20

0014:32 D-25 yeah

0014:33 D-30 twenty five wants to talk to him

0014:53 R-30 alaska two sixty one contact I a center one two six point five two  
they're aware of your uh situation

0014:59 ASA261 k alaska two sixty one say again the frequency one two zero five  
two

0015:03 R-30 uh alaska two sixty one twenty six fifty two

0015:06 ASA261 thank you

0015:07 R-30 you're welcome have a good day  
0016  
0017  
0018  
0019  
0020  
0021  
0022

End of Transcript

\* This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances.

B-21



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Partial Transcript;  
Aircraft Accident, ASA261; 2 1/2 Nautical Miles  
Northeast of Anacapa Island, CA; February 1,  
2000, 0021 UTC

Date: March 29, 2000

From: Los Angeles ARTCC

Reply to  
Attn of:

To: Aircraft Accident File ZLA-ARTCC-263

This transcription covers the Los Angeles ARTCC D-21 position for the time period from February 1, 2000, 0003 UTC to February 1, 2000, 0018 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Los Angeles ARTC Center Sector 21 Radar Associate Position	D-21
Los Angeles ARTC Center Sector 30 Radar Associate Position	D-30
Southern California TRACON, Newport Sector	Newport
Unknown	Unknown

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving ASA261:

~~\_\_\_\_\_~~

Linda Flores  
Support Specialist  
Los Angeles ARTCC

0003  
0004  
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0006  
0007  
0008  
0009

B-22

0010

0010:29 D-21 where's he going sector uh

0010:31 D-30 point out on alaska two sixty one he's in a vertical dive he does not have control of his vertical (unintelligible)

0010:35 D-21 does not have control o k

0010:36 D-30 and he's out of twenty three eight descending

0010:38 D-21 o k thank you c j

0010:38 D-30 (unintelligible)

0010:40 D-21 newport twenty one emergency

0010:43 Newport newport

0010:43 D-21 stop american twelve thirty two at thirteen

0010:46 Newport wilco

0010:47 D-21 thank you

0010:47 Newport (unintelligible)

0010:48 D-21 ship him as soon as you can please---we need him now

0010:50 Newport you need him now



ZLA-ARTCC-263  
ASA261

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0010:51 D-21 yeah we've got somebody in emergency descent i'll call when he gets closer to your airspace if he's going down that low

0010:56 Newport here he comes

0010:57 D-21 thanks

0010:57 Newport (unintelligible)  
0011

0011:07 Unknown american

0011:08 D-30 two sixty one looks like he's going back up he lost control of his vertical (unintelligible) he's in a dive thanks

0011:11 D-14 (unintelligible) point out approved alaska four s two sixty one

0011:40 D-30 o k alaska two sixty one needs a

0011:59 D-21 sector thirty green twenty one

0012:00 D-30 ah alaska two sixty one is ah request a block two zero zero to two five zero

0012:03 D-21 \*(yeah) approved

0012:05 D-30 p c

0012:28 Newport twenty one newport forty one

0012:31 D-21 twenty one

B-24

0012:32 Newport did you want anybody else stopped

0012:33 D-21 no we're back to normal now thanks

0012:33 Newport alright thanks (unintelligible)

0013

0014

0015

0016

0017

0018

End of Transcript

\* This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances.

B-25



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Partial Transcript;  
Aircraft Accident, ASA261; 2 1/2 Nautical Miles  
Northeast of Anacapa Island, CA; February 1,  
2000, 0021 UTC

Date: March 29, 2000

From: Los Angeles ARTCC


Reply to  
Attn of:

To: Aircraft Accident File ZLA-ARTCC-263

This transcription covers the Los Angeles ARTCC D-25 position for the time period from February 1, 2000, 0002 UTC to February 1, 2000, 0033 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Los Angeles ARTC Center Sector 14 Radar Associate Position	D-14
Los Angeles ARTC Center Sector 30 Radar Associate Position	D-30
Los Angeles ARTC Center Sector 25 Radar Associate Position	D-25
Los Angeles ARTC Center Sector 30 Radar Position	R-30
Alaska Airlines Inc. Flight 261	ASA261
Los Angeles ARTC Center Sector 25 Radar Position	R-25
Naval Air Weapons Station Point Mugu	NTD

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving ASA261:

  
William T. Poole  
Support Specialist  
Los Angeles ARTCC

0002

B-26

0003

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0008

0009

0010

0011

0011:11 D-14 (unintelligible) point out approved alaska four s

0011:11 D-30 (unintelligible) he's in a dive thanks

0011:14 D-30 green light

0011:15 D-25 yeah this is twenty five you got time to tell me what's the matter with alaska

0011:17 D-30 alaska lost control of his vertical something or other he was in a dive

0011:22 D-25 vertical stabilizer (unintelligible)

0011:23 D-30 yeah hang on---he's gonna stay at twenty five

0011:26 R-30 yeah he needs a block twenty to twenty five

0011:28 D-30 he needs a block twenty to twenty five i'll get back he's flashing seventy seven hundred right now

0011:32 D-25 o k

0011:33 D-30 i'll get back to you

B-27

0011:33 D-25 all right  
0012  
0013  
0014  
0014:21 D-30 he says he's working on it green light

0014:22 D-25 yeah do you are you gonna give us the alaska (unintelligible)

0014:24 D-30 i don't know what we're doing he's working on whatever he's  
doing right now we're just lettin him go where he where he is---  
do you wanna talk to him who is this

0014:30 D-25 uh yeah it'd be a good idea

0014:31 D-30 twenty five

0014:32 D-25 yeah

0014:33 D-30 twenty five wants to talk to him  
0015

0015:19 ASA261 I a alaska two sixty one uh we're with you we're at twenty two  
five we have a jammed stabilizer and we're maintaining altitude  
with difficulty uh but uh we can maintain altitude we think and  
our intention is to land at los angeles

0015:35 R-25 alaska two sixty one I a center roger uh you're cleared uh to los  
angeles airport via present position uh direct santa monica  
direct los angeles and uh you want lower now or what do you  
wanna do sir

0015:56 ASA261 center alaska two sixty one i need to uh get down about ten  
change my configuration make sure i can control the jet and i'd  
like to do that out here over the bay if i may

B-28

0016:06 R-25 o k alaska two sixty one roger that stand by here

0016:10 D-14 that's fine go ahead green light

0016:11 R-25 hey alaska two sixty one wants to go into l a

0016:14 D-14 no problem

0016:15 R-25 he wants to get down to around ten thousand feet but he wants to do it out over the bay

0016:17 D-14 sure

0016:19 D-14 o k

0016:19 R-25 i'm gonna send him out on like a two eighty heading right now and then uh

0016:22 D-14 o k put him on a

0016:23 R-25 he's at two two five right now

0016:25 D-14 uhhh o k that's fine

0016:25 R-25 altitude altitude

0016:27 D-14 put him on a two eighty heading take him down to one seven thousand radar contact

0016:29 R-25 here we go

B-29

0016:30 D-14 (unintelligible)

0016:31 R-25 alaska two sixty one uh fly heading of two eight zero and descend and maintain one seven thousand

0016:38 ASA261 two eight zero and one seven seventeen thousand alaska two sixty one and we generally need a block altitude

0016:44 R-25 o k uh just um i'll tell you what uh do that for now sir and contact l a center on one three five point five they'll have further uh instructions for you sir

0016:56 ASA261 k thirty five five say the altimeter setting

0016:59 R-25 the l a altimeter is three zero one eight

0017:01 ASA261 thank you

0017:02 R-25 thank you

0017:19 D-14 control as he has mike you might oughta move american go ahead green light

0017:22 R-25 yeah he wants a block altitude he cannot he's not guaranteeing he can stop at all

0017:26 D-14 no i understand that's fine just ship him over we'll take care of \*(it) o k

0017:27 R-25 o k  
0018

B-30

0019

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0021

0022

0022:24 NTD alaska two six one

0022:25 D-14 that was the call sign it's an m m d eighty

0022:28 NTD m d eighty you you have no comms with it

0022:30 D-14 no uh we have pilot reports that indicate he went into the ocean

0022:33 NTD all right thank you

0022:34 D-14 o k s l

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End of Transcript

\* This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances.

B-31





U.S. Department  
of Transportation

Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Partial Transcript;  
Aircraft Accident, ASA261; 2 1/2 Nautical Miles  
Northeast of Anacapa Island, CA; February 1,  
2000, 0021 UTC

Date: April 26, 2000

From: Los Angeles ARTCC

Reply to  
Attn of:

To: Aircraft Accident File ZLA-ARTCC-263

This transcription covers the Los Angeles ARTCC D-14 position for the time period from January 31, 2000, 2352 UTC to February 1, 2000, 0040 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Los Angeles ARTC Center Sector 14 Radar Associate Position	D-14
Los Angeles ARTC Center Sector 30 Radar Associate Position	D-30
Los Angeles ARTC Center Sector 25 Radar Position	R-25
Los Angeles ARTC Center Sector 14 Radar Position	R-14
Rockwell International Corp. Turbo Commander N50DX	N50DX
Sky West Aviation, Inc. Flight 5154	SKW5154
Naval Air Weapons Station Point Mugu	NTD
Unknown	Unknown
Santa Barbara TRACON	SBA
American Airlines Inc. Flight 2756	AAL2756

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving ASA261:



Thomas Kite  
Support Specialist  
Los Angeles ARTCC

B-32

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0011

0011:06	D-14	fourteen green light
0011:07	D-30	yeah point out alaska two sixty one looks like he's going back up he lost control of his vertical (unintelligible) he's in a dive thanks
0011:11	D-14	(unintelligible) point out approved alaska four s two sixty one wow (unintelligible) lost control of something there (unintelligible) his vertical something or other he's going back up now looks like o k talkin about one november bravos v f r goin to oxnard zero delta xray wants to go to santa barbara s i m's coming out wants to go northbound united twenty six oh eight he just shipped eva one one is gone o k six oh eight is gone army's climbing to sixteen fourteen green light
0011:40	D-30	o k uh alaska two sixty one needs a block of flight level two zero zero to two five zero
0011:44	D-14	two zero zero to two five zero
0011:46	D-30	right

B-33

0011:46 D-14 that's approved (unintelligible)

0011:47 D-30 (unintelligible)

0011:49 D-14 o k you heard that you can tell yeah him to stop at nineteen ok  
whatever they need to do

0012  
0013  
0014  
0015  
0016

0016:10 D-14 that's fine go ahead green light

0016:11 R-25 hey alaska two sixty one wants to go into l a

0016:14 D-14 no problem

0016:15 R-25 he wants to get down to around ten thousand feet but he wants  
to do it over the bay

0016:17 D-14 sure

0016:19 D-14 o k

0016:20 R-25 i'm gonna send him out on like a two eighty heading right now  
and then uh

0016:22 D-14 o k put him on a

0016:23 R-25 he's at two two five right now

0016:25 D-14 uhhh o k that's fine

B-34

0016:25 R-25 altitude altitude

0016:27 D-14 put him on a two eighty heading take him down to one seven thousand radar contact

0016:29 R-25 here we go

0016:30 D-14 (unintelligible)  
0017

0017:19 D-14 control as he has mike you might oughta move american go ahead green light

0017:22 R-25 yeah he wants a block altitude he cannot he's not guaranteeing he can stop at all

0017:26 D-14 no i understand that's fine just ship him over we'll take care of \*(it) o k

0017:27 R-25 o k  
0018

0018:02 R-14 commander ah five zero delta xray traffic at ah one o'clock four miles westbound one eight thousand descending to one seven thousand up there kinda high is one of alaskas ah boeing ah probably an m d eighty do you see him up there high ahead and to your right

0018:18 N50DX ah delta xray we're looking sir

0018:37 R-14 ah alaska two sixty one you over here with me yet sir

0018:53 N50DX I a delta xray we do have that airplane quite high and up at one o'clock

B-35

0018:56 R-14 zero delta xray roger just kinda keep your eye on him he's having some pretty bad problems up there right now as far as we know right now he doesn't have any intent to go below seventeen thousand but keep your eye on him o k

0019

0019:07 N50DX will do delta xray

0019:09 R-14 thanks

0019:20 R-14 skywest fifty one fifty four traffic one o'clock about ah fifteen miles westbound up at about one seven thousand is an alaska m d eighty you see him up there high ahead and to your right there

0019:31 SKW5154 ah we're looking skywest fifty one fifty four

0019:39 N50DX five zero delta xray that plane has just started to do a big huge plunge

0019:43 R-14 a big huge uh plunge ah thank you skywest fifty one fifty four the m d eighty is one becoming about two o'clock about ten miles now another pilot reports he's really looking pretty bad there ahead and to your right do you see him

0019:55 SKW5154 yes sir ah i concur he is uh definitely in a nose down uh position descending quite rapidly

0020:01 R-14 o k very good keep your eye on him alaska two sixty one are you here with us yet sir

0020:19 D-14 mugu uh fourteen with a point out

0020:21 NTD mugu

B-36

0020:22 D-14 yeah about eight west on a seventy seven hundred code's an alaskan m d eighty they're losing control of the airplane i have no idea how low they'll be descending i don't have a mode c on him either

0020:32 NTD o k approval to enter and uh

0020:33 D-14 yeah pilots have reported he's in a big dive right now

0020:37 NTD yeah he's at seventy three hundred feet yeah

0020:38 D-14 oh is that right (unintelligible)

0020:39 NTD yeah indicating seventy three hundred he's currently uh twelve miles southwest of the airport he's at fifty seven hundred right now

0020:44 D-14 fifty seven hundred right now mugu approach says

0020:45 NTD forty six

0020:57 N50DX and he's just hit the water

0021:03 SKW5154 ah yes sir he ah he ah hit the water he's uh down

0021:09 R-14 o k

0021:11 N50DX and for a position i'm right abeam him five zero delta xray

0021:15 D-14 mugu fourteen we need a helicopter you got anybody on the base you can launch

B-37

0021:19 NTD say again

0021:21 D-14 that alaska just went into the ocean

0021:22 NTD yeah i got him there (unintelligible) i got his position i got somebody in my pattern right now i'm gonna send out there and watch for him

0021:27 D-14 thank you

0021:32 SKW5154 center he's about uh two and a half miles off the end of anacapa just uh towards point mugu

0021:37 R-14 o k he's about two and a half miles off the east end of anacapa was it

0021:42 SKW5154 yes sir that's affirmative actually he's off the uh the northeast end probably a zero three zero heading off the end of anacapa there was a boat that doesn't seem to be turning around right next to him

0021:50 R-14 ah roger that ah zero delta xray do you still do you still see the spot right where it went in

0021:57 N50DX negative sir it's ah just behind me i can turn if you like

0022:00 R-14 ah do you have time to just park yourself over there for a few minutes while we get some help on the way

0022:05 N50DX we sure do delta xray making a right turn

0022:07 R-14 o k thank you very much

B-38

0022:17 NTD fourteen mugu i need a full call

0022:20 Unknown alaska two sixty one is an m d eighty

0022:22 D-14 m d eighty that's correct

0022:23 NTD alaska two six one

0022:25 D-14 that was the call sign it's an m d m d eighty

0022:28 NTD m d eighty you you have no comms with it

0022:30 D-14 no uh we have pilot reports that indicate he went into the ocean

0022:33 NTD all right thank you

0022:34 D-14 o k s l

0022:59 NTD fourteen mugu are you talking to that aero commander five zero delta xray

0023:02 D-14 uh yeah we are (unintelligible)

0023:03 NTD put him on my frequency if you want to and uh we can uh

0023:05 D-14 o k he said he's gonna orbit right over the site and he's your control and (unintelligible)

0023:09 NTD all right descend and maintain uh descend and maintain five thousand my uh radar contact put him on my frequency

B-39



0023:14 D-14 you got it descend to five thousand mike ship him to mugu

0023:19 R-14 k commander niner zero delta xray descend and maintain five thousand please

0023:24 N50DX five zero delta xray descending to five thousand and uh heading back towards that point

0023:29 R-14 o k very good uh contact mugu approach on one two eight point six five they're gonna be working with us from here on in on it one two eight point six five we do really appreciate your cooperation here

0023:29 N50DX two eight six five delta xray descending

0023:41 R-14 good day  
0024  
0025  
0026  
0027  
0028

0028:01 D-14 uh santa barbara sector uh fourteen

0028:03 SBA santa barbara

0028:04 D-14 you're gonna you probably have paper on a aero commander five zero delta xray

0028:07 SBA yeah i see him circling over the the emergency

0028:09 D-14 yeah we we had we had an aircraft crash and he's agreed to orbit that and uh try to help out in any way he can

B-40

0028:15 SBA o k (unintelligible)

0028:16 D-14 so mugu approach is working the airplane right now

0028:16 SBA o k that's what we kinda thought thanks

0028:19 D-14 o k real fine (unintelligible)

0028:20 SBA (unintelligible)  
0029  
0030

0030:32 D-14 uh here we go it's ah we're twenty five out

0030:34 AAL2756 (unintelligible) departure american twenty seven fifty six out of eight

0030:37 D-14 turn that off ventura i guess we have some bad nav signals off of it so uh i don't know catalina sector is open---last word we had airports are west ah weather is v f r---flow control they've done nothin for ya---activities are none uh don't forget to sign in your traffic uh there's that alaska tag---we're retaining that ah for ncw--yeah---i don't know and also ah we had discussed about five zero delta xray he's the airplane that went down to work over there at the crash site and we agreed that we'll keep that track up for a little bit in case he needs to come back o k but he (unintelligible) mugu is talkin to him mugu is talking to him he's down at ah we've already informed santa barbara approach where the airplane is at because the uh (unintelligible)

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End of Transcript

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ZLA-ARTCC-263  
ASA261

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\* This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances.

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U.S. Department  
of Transportation

Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Partial Transcript;  
Aircraft Accident, ASA261; 2 1/2 Nautical Miles  
Northeast of Anacapa Island, CA; February 1,  
2000, 0021 UTC

Date: March 29, 2000

From: Los Angeles ARTCC


Reply to  
Attn of:

To: Aircraft Accident File ZLA-ARTCC-263

This transcription covers the Los Angeles ARTCC R-25 position for the time period from February 1, 2000, 0007 UTC to February 1, 2000, 0029 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Alaska Airlines Inc. Flight 261	ASA261
Los Angeles ARTC Center Sector 25 Radar Position	R-25
Los Angeles ARTC Center Sector 14 Radar Associate Position	D-14

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving ASA261:

  
William T. Poole  
Support Specialist  
Los Angeles ARTCC

0007  
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B-43

0015:19 ASA261 I a alaska two sixty one uh we're with you we're at twenty two five we have a jammed stabilizer and we're maintaining altitude with difficulty uh but uh we can maintain altitude we think and our intention is to land at los angeles

0015:35 R-25 alaska two sixty one I a center roger uh you're cleared uh to los angeles airport via present position uh direct santa monica direct los angeles and uh you want lower now or what do you wanna do sir

0015:56 ASA261 center alaska two sixty one i need to uh get down about ten change my configuration make sure i can control the jet and i'd like to do that out here over the bay if i may

0016:06 R-25 o k alaska two sixty one roger that stand by here

0016:10 D-14 that's fine go ahead green light

0016:11 R-25 hey alaska two sixty one wants to go into I a

0016:14 D-14 no problem

0016:15 R-25 he wants to get down to around ten thousand feet but he wants to do it out over the bay

0016:17 D-14 sure

0016:19 D-14 o k

0016:19 R-25 i'm gonna send him out on like a two eighty heading right now and then uh

0016:22 D-14 o k put him on a

B-44

0016:23 R-25 he's at two two five right now

0016:25 D14 uhhh o k that's fine

0016:25 R-25 altitude altitude

0016:27 D-14 put him on a two eighty heading take him down to one seven thousand radar contact

0016:29 R-25 here we go

0016:30 D-14 (unintelligible)

0016:31 R-25 alaska two sixty one uh fly heading of two eight zero and descend and maintain one seven thousand

0016:38 ASA261 two eight zero and one seven seventeen thousand alaska two sixty one and we generally need a block altitude

0016:44 R-25 o k uh just um i'll tell you what uh do that for now sir and contact I a center on one three five point five they'll have further uh instructions for you sir

0016:56 ASA261 k thirty five five say the altimeter setting

0016:59 R-25 the I a altimeter is three zero one eight

0017:01 ASA261 thank you

0017:02 R-25 thank you

B-45

0017:19 D-14 control as he has mike you might oughta move american go  
ahead green light

0017:22 R-25 yeah he wants a block altitude he cannot he's not guaranteeing  
he can stop at all

0017:26 D-14 no i understand that's fine just ship him over we'll take care of  
\*(it) o k

0017:27 R-25 o k  
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0019  
0020  
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End of Transcript

\* This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances.

B-46