

**Docket No: SA-516**

**Exhibit No: 3-D**

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.**

**AIR TRAFFIC CONTROL TRANSCRIPTS I - L1**

- I. New York TRACON Hampton Coordinator Position 7 pages
- J. New York TRACON Beads Position. 24 pages
- K. New York TRACON Liberty East Position. 14 pages
- L. Boston ARTCC Sardi Sector Position 25 pages
- L - 1. New York AFSS 7 pages



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

# Memorandum

I

Subject: **INFORMATION:** Transcript; Reference Aircraft  
Accident; TWA800; 23 SW HTO; July 18, 1996

Date: July 18, 1996

From: New York TRACON

Reply to  
Attn. of:

To: This transcription covers the New York TRACON  
HTO Coordinator position for the time period from  
July 18, 1996, 0028 UTC to July 18, 1996, 0048 UTC.

#### Agencies Making Transmissions

New York TRACON Hampton Coordinator Position  
Gabreski Tower  
Long Island Tower

#### Abbreviations

HTO  
FOK  
ISP

I certify that the following is a true transcription of the recorded conversations pertaining  
to the subject aircraft accident involving TWA800:

Dwight D. MacConnell  
Quality Assurance Specialist  
July 18, 1996

0028  
0029  
0030  
0031  
0032  
0033

I 1

0033:06 FOK approach gabreski eight sixty

0033:09 FOK possible emergency

0033:20 FOK approach gabreski eight sixty

0033:23 HTO approach go ahead

0033:24 FOK yeah we just had a uh looked like a ball of fire to our south we got jolly going out investigating looked like there was some kind of an airplane possibly a mid air we don't really know

0033:32 HTO possibly a mid air

0033:34 FOK yeah just to our south over the shore were you work seenin anybody on radar (unintelligible)

0033:37 HTO (unintelligible) a piedmont reported a possible u f o he reported a ball of flame go down three miles behind him just southwest of sardi

0033:43 FOK really

0033:44 HTO yeah alright so well at least check it out and get right back to you okay get the jolly up and then we'll try to uh

0033:47 FOK okay jollys over there now investigating

0033:49 HTO okay very good d n

0034

0035

0036

0037

0037:24      ISP    islip supervisor tower seventy eight line

0037:28      HTO    yeah whattaya got

0037:29      ISP    yeah just to let you know suffolk county police just called they  
have a report that a plane went down out by smiths point

0037:34      HTO    okay

0037:35      ISP    so thats what they're ur out there looking for

0037:37      HTO    okay very good d n

0037:38      ISP    t d

0037:45      HTO    gabreski new york eight sixty

0037:48      FOK    gabreski

0037:49      HTO    yes um the tower at islip just called suffolk county police got a  
report of a downed plane vicinity of smith point park

0037:50      FOK    yeah

0037:56 HTO i don't know if thats it or not we had a piedmont report a possible  
u f o i don't know what it is

0038

0038:02 FOK yeah its directly to our south directly to our south we have a jolly  
helicopter were getting relayed duh now from a king uh c one  
thirty whos in communications with the jolly cause were not in  
communications with the jolly

0038:12 HTO yeah the jollys down to four uh about four hundred feet

0038:14 FOK well werr wherever he is right now is where that

0038:18 HTO hes just south of your location by about fourteen to fifteen miles

0038:20 FOK yeah okay and uh there are some burning uh something on the  
surface (okay) and the jolly is out there right now

0038:26 HTO you can see something burning from the tower

0038:28 FOK no werr gettin no we cant uh but the king reports that the jolly  
whose on station is reporting that there is some burning material  
on the surface

0038:36 HTO alright i'll tell him

0038:38 FOK okay

0038:54 HTO tower approach seventy eight

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0038:58      ISP    towers on

0039:00      HTO    alright this jolly uh that gabreskis working im reportin um fifteen  
south of uh gabreski do we got a p d one thats goin go check out  
towards smiths point park make sure there wasn't a mid air or  
something like that

0039:10      ISP    yeah hes gonna go out and look now

0039:12      HTO    alright have the p d go out to smith point park we got a jolly on  
station due south of gabreski fifteen miles cause thats two  
separate locations

0039:18      ISP    okay

0039:19      HTO    alright

0039:20      HTO    t d

0039:20      ISP    d n

0040  
0040:57      HTO    gabreski new york eight sixty anything with the jolly yet

0041:00      FOK    naw not not right now were not actually in communication with  
him right now I guess hes too low out there

0041:04      HTO    alright besides the helicopter we also got a travel air ur eight four  
charlie on location

I 5

0041:09 FOK okay awright

0041:10 FOK (okay) uh are you watchin jolly out there

0041:12 HTO uh yeah im watching the jolly out there now a seneca down there reports a burning vessel out there and a helicopter right over the burning vessel

0041:21 FOK a helicopter over a burning vessel now too huh

0041:24 HTO so now were getting conflicting reports okay

0041:27 FOK yeah cause what we saw came out of the sky i mean i saw somethin fall from the sky

0041:30 HTO you saw somethin fall from the sky

0041:34 FOK yeah at first i thought it was a flare uh but i thought uh ya know it was a pretty you know it was a pretty i mean it looked a lot closer if your saying there about fourteen out then what i saw must have been pretty huge then it was a uh ball of fire and then it was a streak almost like a uh flare falling out of the sky but it ah ah left quite a trail

0041:49 HTO okay

0041:50 FOK uh to it and it was ah definitely something out of the sky it wasnt something on the ground

0041:55 HTO okay d n

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0041:56 FOK okay

0042:35 HTO tower approach seventy eight is the p d up yet

0042:38 ISP naw hes not

0042:39 HTO uh do you know if he'll be going out momentarily

0042:41 ISP he's firin up on the west pad he hasn't called me yet

0042:43 HTO okay very good

0042:44 ISP right

0043

0043:06 ISP islip tower supervisor seventy nine line islip tower p d's airborne  
at this time

0043:13 HTO copy the p d's airborne

0044

0045

0046

0047

0048

End Of Transcript

I 7





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

# Memorandum

J

Subject: **INFORMATION:** Transcript; Reference Aircraft  
Accident; TWA800; 23 SW HTO; July 18, 1996

Date: July 22, 1996

From: New York, TRACON

Reply to  
Attn. of:

To: This transcription covers the New York TRACON Beads  
position for the time period from July 18, 1996 0027 UTC to  
July 18, 1996, 0101 UTC.

#### Agencies Making Transmissions

New York TRACON, Beads, controller 1  
United States Army National Guard, MH60 14  
Unknown  
Providence Approach South Area  
Business Express 604  
Beech Aircraft Corp. Barron, N1025T  
Piedmont Airlines, Inc. d/b/a Hensen Aviation 3112  
Beech Aircraft Corp., Travel Air, N2084C  
Piper Aircraft Corp., Navajo, N41142  
Islip Air Traffic Control Tower  
Business Express 507  
New York TRACON, Beads, controller 2  
Atlantic Coast Airlines, Inc. d/b/a United Express 449  
Francis S. Gabreski Airport  
Gruman Aerospace Corp., Commander, N1182J.  
Beech Aircraft Corp. King Air, N717RD  
Beech Aircraft Corp. Travel Air, N9948R

#### Abbreviations

BEADS  
JOLLY14  
UNKN  
PVD  
GAA604  
N1025T  
PDT3112  
N2084C  
N41142  
ISPT  
GAA507  
BEADS2  
BLR449  
FOK  
N1182J  
N717RD  
N9488R

I hereby certify that the following is a true transcription of the recorded conversations  
pertaining to the subject aircraft accident involving TWA800:

Benjamin P. LaFleur  
Quality Assurance Specialist  
July 22, 1996

J1

0027:28	BEADS	jolly one four radar service terminated contact gabreski tower one two five point three good night
0027:30	JOLLY14	jolly one four switching thank you sir
0027:40	UNKN	(unintelligible)
0027:55	PVD	bizex six oh four wants to continue the descent to six okay
0027:59	BEADS	also i gotta i'm gonna have one for you
0028:00	PVD	go ahead
0028:01	BEADS	handoff north of uh hampton by five miles at seven thousand
0028:02	PVD	yep
0028:05	BEADS	five one three one
0028:07	PVD	uh mmm
0028:08	BEADS	one zero two five tango baron i f r pickup landing nantucket via victor forty six clammy direct
0028:12	PVD	radar contact
0028:12	BEADS	u a

0028:13 PVD l h

0029:00 BEADS (unintelligible) you can enter my airspace I really don't  
have a primary on him yet

0029:03 PVD o k

0029:04 PVD o k thanks

0030  
0030:07 GAA604 hello new york bizex six oh four six thousand

0030:10 BEADS bizex six oh four new york approach ident

0030:21 BEADS bizex six oh four thank you islip altimeter three zero zero  
six

0030:24 GAA604 zero six

0030:26 BEADS baron two five tango advise established victor forty six

0030:30 N1025T we're established uh two five tango

0030:32 BEADS baron two five tango contact providence approach one two  
five point seven five good day

0030:36 N1025T two five point seven five good day two five tango

0030:39 UNKN (unintelligible) four ninety five's with you climbing one seven seventeen thousand

0031  
0031:27 UNKN (unintelligible) one four two hampton

0031:33 new york approach three one four is out of three for niner thousand

0031:37 BEADS piedmont thirty one twelve new york approach new haven altimeter is two correc make it three zero zero six verify juliet

0031:45 PDT3112 yes sir we have juliet three zero zero six three one four

0031:50 UNKN (unintelligible)

0031:58 PDT3112 ah washington center piedmont uh thirty one twelve (unintelligible) piedmont thirty one twelve me uh we just had a flash in front of us and uh it looks like uh debris falling

0032  
0032:11 BEADS ya say you had a flash in front of you looks like debris falling I don't show anybody in front of you right now there sir

0032:18 PDT3112 uh yeah it was something (it was out there) burned up and fell right down into the water it was uh kinda odd

0032:25 BEADS uh the only thing I can think of it was possibly uh a uh leftover fireworks or something like that but I thank you very much i'll make an inquiry here

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0032:36 PDT3112 roger yeah it what it wasn't fireworks

0032:37 BEADS o k

0032:41 UNKN flare we're just flying along the coast here (unintelligible)  
monitoring your frequency

0032:51 PDT3112 it was bigger than any flare i've seen

0032:53 UNKN (unintelligible)

0033  
0033:49 BEADS piedmont thirty one twelve uh apparently uh you aren't the  
only one that spotted the flash here sir I think a couple of  
the towers had flashed and uh I think they uh launching a  
military helicopter southbound to try to find out and they  
think that it might have been a flare in the vicinity of uh  
smiths point park there

0034  
0034:09 PDT3112 uh roger that we still see the smoke plume out to our right  
about two o'clock and about uh yeah there's something still  
burning on the water in fact um looks to be a just about two  
o'clock and about ten or fifteen miles

0034:24 BEADS piedmont thirty one twelve descend and maintain four  
thousand

0034:30 UNKN with juliet

0034:41 N2084C and new york travelair two zero eight four charlie is with  
you at three point five

0034:44 BEADS jolly one four correction november eight four charlie new  
york approach islip altimeter three zero zero six

0034:50 UNKN and uh I don't know if you heard about the flame that  
everybody's reporting out over the water

0034:56 BEADS bizex six oh four contact approach now one one eight point  
zero eighteen nothing sir good day

0035:00 PDT3112 eighteen nothing we'll see ya

0035:02 BEADS six four charlie say again

0035:04 N2084C it was a report of the flames we saw down over the water  
from about three thousand to the water and (unintelligible)  
somethings burning on the water we're gonna head out to  
the south now to take a look

0035:12 BEADS and uh eight four charlie you're gonna go out to the south  
now

0035:15 N2084C yeah we'll terminate radar service

0035:18 BEADS no no no stay with me sir and if you can spot this I need to  
know

0035:20 N2084C o k will do we'll stay with you three point five eight four  
charlie

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0035:22 BEADS piedmont thirty one twelve you still s still see the fi er the  
uh flash sir

0035:30 PDT3112 yeah it's about ten miles to the north of uh northeast of  
riced intersection and its uh uh bright flames on the water  
and smoke comin out and it was something that uh it was  
about probably four thousand feet when I saw the flash then  
it dropped down into the water

0035:46 BEADS piedmont thirty one twelve thank you sir descend and  
maintain four thousand

0035:49 PDT3112 thirty one twelve down to four

0035:52 N41142 uh new york navajo four one one four two two thousand

0035:56 BEADS navajo four one one four two new york approach roger islip  
altimeter three zero zero six

0036:00 N41142 zero six one forty two

0036:04 BEADS piedmont thirty one twelve traffic for you at your one  
o'clock position and six miles opposite direction altitude  
indicates seven thousand six hundred appears to be  
descending type unknown

0036:12 PDT3112 thirty one twelve roger and uh uh do you have any phone  
numbers that we can reach you and so we can call you and  
find out what this is all about

0036:21 BEADS yeah sure standby

J-7

0036:42 BEADS alright uh piedmont thirty one twelve sir if you don't have that traffic maintain your present altitude

0036:52 PDT3112 we have the traffic in sight and uh still waiting on the telephone number that you have

0036:54 BEADS roger sir it's area code five one six six eight three two nine six three and that's the sector desk where i'm at sir

0037  
0037:04 PDT3112 what is the area code sir

0037:09 BEADS five one six

0037:10 PDT3112 five one six six eight three two nine six three and uh uh may I know your name please

0037:15 BEADS yeah you want my name my name is uh you can use my initials u a

0037:22 PDT3112 your initial is u a

0037:25 BEADS correct sir

0037:27 ISPT islip supervisor tower (unintelligible) eight line

0037:29 PDT3112 thank you very much sir

0037:29 BEADS no problem



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0037:31	N2084C	new york eight four charlie
0037:31	BEADS	say again
0037:32	N2084C	eight four charlie let you know it's at our twelve o'clock it's still burning on the water about seven or eight miles from where we are
0037:38	BEADS	alright jolly one four you do have visual on it
0037:41	N2084C	sorry eight four charlie you do have a visual on it
0037:43	BEADS	yes sir
0037:46	BEADS	alright it's twelve o'clock ten miles you say
0037:48	N2084C	it's inside ten miles probably about seven or eight miles twelve o'clock
0037:56	BEADS	roger thank you kindly sir and you can't make out what it is though can you
0038 0038:01	N2084C	uh can't make it out yet it just definitely something burning there looks like there's some other aircraft down low around it

5-9

0038:08 BEADS o k eight four charlie be advised there is a helicopter twelve o'clock three miles three to four miles uh southbound uh looks like he's very close to the water I show him actually I don't even show him on altitude I can see that he's doing about a hundred fifty knots over the ground there

0038:23 N2084C o k we'll look for him eight four charlie

0038:26 UNKN (unintelligible) that location is about fifteen miles on the two thirty radial out of uh hampton

0038:30 BEADS fifteen miles on the thirty radial you said

0038:37 UNKN fifteen miles on the two three zero radial

0038:40 BEADS fifteen miles on the two three zero radial thank you

0038:44 BEADS piedmont thirty one twelve cross keyed at and maintain four thousand traffic twelve o'clock and two miles opposite direction altitude unknown

0038:51 PDT3112 cross keyed at four thousand thirty one twelve and just one question uh uh did you have anybody or any flying objects in that area just before what happened

0039  
0039:02 BEADS negative sir nobody was out there until I uh he made uh he told me about it and then I uh inquired about it and then the tower islip tower called and then gabreski tower called and then they sent uh a military helicopter out to try to investigate and then there was another aircraft that just departed or actually was transitioning the area v f r that's on his way out there now also

0039:22 PDT3112 thanks a lot thirty one twelve

0039:23 BEADS piedmont thirty one twelve thanks a lot for your help there sir uh we'll be waiting for the phone call contact approach now one two six point niner five twenty six ninety five

0039:31 PDT3112 twenty six ninety five thirty one twelve thanks

0039:34 BEADS and uh eight four charlie traffic uh traffic behind you sir uh about your uh let's see would be your five to six o'clock position maybe a p d helicopter at two thousand two hundred also out there to try to investigate

0039:48 N2084C o k eight four charlie's got the traffic we're right over the uh flames now

0039:51 BEADS you're right over it o k and uh kinda dark and ya unfortunately I guess ya can't really make out what it is

0039:57 N2084C yeah unfortunately we can't all we see is smoke and flames but the helicopter should have a better look at it from where they are

0040  
0040:03 BEADS o k eight four charlie we do have a rescue helicopter on the scene and it does have it in sight there sir if ya just wanna continue on with where you were going that would be fine appreciate the help

0040:12 N2084C yeah we can do that we'll start proceeding back to east hampton eight four charlie

0040:15 BEADS thank you

0040:18 N41142 ah new york navajo four one one four two is gonna start  
down for east hampton

0040:22 BEADS navajo four one one four two squawk one two zero zero  
radar service terminated frequency change approved good  
night

0040:28 N41142 twelve hundred one forty two

0040:39 GAA507 new york bizex five zero seven eight thousand

0040:41 BEADS bizex five zero seven new york approach islip altimeter  
three zero zero six verify alpha

0040:46 GAA507 three zero zero six we'll get alpha now five zero seven

0040:51 UNKN and new york for your information it's a burning vessel and  
the helicopter's right over it

0040:56 BEADS alright sorry say again sir

0040:58 UNKN looks like a vessel on fire and the helicopter is right over it

0041  
0041:02 BEADS alright who am I talking to now

0041:06 UNKN oh this is just a v f r ship uh in the area

0041:07 BEADS o k thank you

0042  
0042:12 BEADS bizex five zero seven descend and maintain five thousand

0042:16 GAA507 five thousand bizex five oh seven

0043  
0043:04 ISPT islip supervisor islip tower p d's airborne

0043:20 BEADS eight four charlie travelair you lookin for approaches there  
or ya gonna go in there and land at hampton

0043:24 N2084C i'll take approaches if ya got the time

0043:26 BEADS sure enough whaddaya what are you requesting sir and how  
many

0043:29 N2084C we'll take three uh then we'll be heading back to islip

0043:33 BEADS ya want three v o r alphas

0043:35 N2084C that's affirmative we'll do the first one full

0043:37 BEADS eight four charlie roger proceed direct hampton and uh  
descend and maintain three thousand

0043:43 N2084C roger leaving three for three point five for three thousand  
and direct hampton eight four charlie

0043:55 BEADS got the status equipment flows

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0043:55	BEADS2	yes
0043:57	BEADS	alright you know what's going down with everything I don't think i'm talking to I was talking to him i'm not talking to jolly or anybody else in that area right now o k
0044 0044:01	BEADS2	o k
0044:04	BEADS	eight four charlie's on his way direct hampton descending to three thousand he wants three practice uh v o r alpha approaches first one he's gonna do full I didn't clear him yet alright then he wants after he does the third one he wants to go back to islip he's v f r and there's one strip written for ya o k
0044:16	BEADS2	o k
0044:17	BEADS	bizex five zero seven's uh got alpha descending five thousand on his way to islip o k and piedmont's gone and uh that's all I got uh
0044:26	BEADS2	o k
0044:29	BEADS	you know the story about this area down here right
0044:30	BEADS2	yeah

J-14

0044:31 BEADS alright uh I don't know if gabreski's accepting any approaches or not they probably aren't they had helicopter guys out there now see jolly one four's down here and they never called to say he was down after he did his last approach so you may just want to inquire to verify that's the same helicopter

0044:42 BEADS2 he's talking to gabreski now

0044:43 BEADS who him

0044:44 BEADS2 yeah

0044:47 BEADS I think he is yeah but i'm not talk he's not talking to me

0044:48 BEADS2 o k

0044:50 BEADS alright and that's all I got jimbo

0044:51 BEADS2 o k got it

0044:52 BEADS u a

0044:58 BEADS2 call zack

0045  
0045:41 UNKN and new york for your information that was a pretty large size vessel totally engulfed in flames

0045:48 BEADS2 and that's eight four charlie talkin

0045:50 UNKN negative

0045:51 BEADS2 who's who made that report

0045:58 BEADS2 alright who just made that report

0046  
0046:24 BEADS2 eight four charlie seven miles from hampton maintain two thousand until established on final approach course cleared the v o r alpha approach maintain v f r

0046:27 N2084C roger two thousand til established cleared for the approach eight four charlie

0046:32 N2084C and new york just verify eight four charlie lookin for the full approach on this one

0046:48 BEADS2 eight four charlie roger fly the procedure turn that's fine

0046:51 N2084C eight four charlie roger

0047  
0047:01 BEADS2 bizex five zero seven you see any smoke or fire off your left there off the south shore of long island

0047:07 GAA507 uh negative

0047:09 BEADS2 yeah o k thanks some news (unintelligible) an explosion south of the shore there contact approach now one one eight point zero



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TWA800

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0047:12 GAA507 o k it's kinda hazy but uh no we sure don't and say that frequency again

0047:18 BEADS2 one one eight point zero eighteen nothin good day

0047:20 GAA507 eighteen point zero we'll see ya bizex five oh seven

0047:47 BEADS2 travelair eight four charlie have the hampton weather advise ready to copy

0047:52 N2084C we're ready to copy

0047:55 BEADS2 actually this weather's pretty old here's gabreski weather their wind two four zero at four visibility four with haze six thousand scattered the altimeter three zero zero eight

0048  
0048:10 N2084C o k copy thank you

0049  
0049:06 BLR449 new york blue ridge four forty nine one zero thousand

0049:09 BEADS2 blue ridge four forty nine new york approach islip altimeter three zero zero seven

0049:13 BLR449 zero seven

0049:27 BEADS2 gabreski tower tracon eight sixty

0049:35 FOK yeah

J-17

0050:13 N1182J zero one three two

0050:16 N717RD new york approach kingair seven one seven romeo delta

0050:19 BEADS2 kingair seven one seven romeo delta new york

0050:21 N717RD we're just outta gabreski climbing outta forty three for forty five hundred landing farmingdale

0050:32 BEADS 2 kingair seven one seven romeo delta squawk zero one three three and ident what's your model kingair and altitude climbing to

0050:38 N717RD zero one three three we're a kingair ninety and uh we're gonna stay here at forty five hundred

0050:47 BEADS 2 commander one one eight two juliet radar contact islip altimeter three zero zero seven what is your destination

0050:53 N1182J ah landing islip we have alpha and the flame is still burning a little

0050:57 BEADS2 o k thanks you can see it from there

0050:59 N1182J we saw it happen

0051  
0051:01 BEADS2 oh I see

0051:09 BEADS2 travelair eight four charlie radar contact lost report established inbound

0051:14 N2084C roger will call you established inbound eight four charlie

0051:17 BEADS2 king air eight two juliet radar contact at brookhaven the islip altimeter three zero zero seven

0051:30 BEADS2 november eight two juliet uh what exactly did you see

0051:34 N1182J uh we reported it to flight service with our name and stuff and at seventy five hundred feet we were looking for traffic we saw two landing lights facing us in the distance then it turned into an orange ball of flames and went straight down into the water and as it hit the water we could see the ripples in the water and flames go up into the air and then the smoke developed

0051:51 BEADS2 eight two juliet roger stop your descent for traffic twelve o'clock and three miles

0051:56 N1182J holding here at five thousand

0052:07 N1182J traffic in sight for eight two juliet

0052:10 BEADS2 roger

0052:17 N1182J continue descent

0052:22 BEADS2 eight two juliet traffic one o'clock and a mile you got him

0052:22 N1182J affirmative in sight

0052:23 BEADS2 eight two juliet altitudes your discretion

0052:26 N1182J thank you

0052:30 BEADS2 go ahead gabreski

0052:31 FOK yeah that jollys inbound to land here did you need to ask him anything

0052:34 BEADS2 no I don't need him

0052:35 FOK ok he said that it looks like that it may have been possibly a midair colors of the airplane may be white and red and possibly a navajo they were wonderin if you were working anybody out there

0052:41 BEADS2 thanks

0052:43 UNKN (unintelligible)

0052:52 BEADS2 kingair seven one seven romeo delta advise prior to your descent

0052:58 N717RD yeah we'll do

0053  
0053:05 BEADS2 seven romeo delta contact approach on one one eight point zero eighteen nothin good day

0053:11	N717RD	so long
0053:12	BEADS2	bye
0053:15	BEADS2	blue ridge four forty nine descend and maintain six thousand
0053:17	UNKN	(unintelligible) four forty nine
0054		
0054:11	BEADS2	eight two juliet new york can ya give me some information
0054:12	N1182J	go ahead
0054:13	BEADS2	can I get your uh name and phone number
0054:17	N1182J	uh foxtrot alpha romeo echo tango is the name and local phone number three four nine five nine nine nine
0054:25	BEADS2	alright three four nine say again
0054:28	N1182J	five triple nine
0054:31	BEADS2	alright and say again the uh name there ef oh
0054:36	N1182J	spelled foxtrot alpha romeo echo tango
0054:37	BEADS2	alright eight two juliet thanks a lot for the information you can contact approach now on one one eight point zero

0054:49 N1182J eighteen zero so long

0055  
0055:04 UNKN ah do you know what aircraft type that was that went down

0055:05 BEADS2 um not sure but it uh maybe a uh i'm not sure I don't know if I can say right now

0055:16 UNKN where'd it happen then

0055:18 BEADS2 south of gabreski by about eight miles

0055:26 N1184C and new york eight four charlie established inbound

0055:31 BEADS2 eight four charlie's roger change to advisory frequency report the missed approach on this frequency

0055:36 N1184C roger we'll see you on the missed eight four charlie

0055:46 BEADS2 gabreski tower TRACON eight sixty

0055:49 FOK tower

0055:51 BEADS2 ya know what they're missing t w a seven forty seven

0055:53 FOK they are

0055:54 BEADS2 yeah

0055:55 BEADS2 and that's white and red

0055:57 FOK oh wow

0055:59 BEADS2 yeah I don't know if that's it or what but

0056:00 FOK yeah

0056:01 BEADS2 thanks

0056:50 N9948R new york november nine nine four eight romeo six thousand

0056:53 BEADS2 travelair niner niner four eight romeo new york approach islip altimeter three zero zero seven and expect the uh visual approach runway two four at gabreski and I have the weather advise ready to copy

0057  
0057:04 N9948R go ahead

0057:05 BEADS2 gabreski weather at zero zero four five zulu winds calm visibility six with haze six thousand scatered the altimeter three zero zero niner

0057:27 N9948R (unintelligible) thank you

0057:36 BEADS2 blue ridge four forty nine contact approach one one eight point zero

0057:41      BLR449      one one eight zero good day blue ridge four forty nine

0058  
0058:12      BEADS2      gabreski tower tracon eight sixty inbound  
0059  
0000  
0000:15      N2084C      and new york travelair two zero eight four charlie is with  
you on the missed east hampton

0000:21      BEADS2      travelair two zero eight four charlie new york departure  
roger and uh climb and maintain two thousand five hundred  
you want to do another one

0000:25      N2084C      two thousand five hundred and affirmative we'll do another  
one

0000:41      BEADS2      november eight four charlie ident verify leaving one  
thousand six hundred you want vectors for this or you want  
to do it on your own

0000:46      N2084C      ah we'll do another full one here goes your i d and we're  
through one point eight

0000:53      BEADS2      travelair eight four charlie radar contact one mile northwest  
of the hampton airport proceed to the hampton v o r  
maintain two thousand until hampton outbound

End of Transcript

J-24





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

# Memorandum

K

Subject: **INFORMATION:** Transcript; Reference Aircraft  
Accident; TWA800; 23 SW HTO, July 18, 1996

Date: July 19, 1996

From: New York, TRACON

Reply to  
Attn. of:

To: This transcription covers the New York TRACON Liberty  
East position for the time period from July 18, 1996 0027  
UTC to July 18, 1996, 0039 UTC.

## Agencies Making Transmissions

New York TRACON, Liberty East Departure controller 1  
Aircraft type unknown N0WC  
Unknown  
New York TRACON LaGuardia Departure  
Cessna Aircraft Corp., King Air N87XX  
Boston Air Route Traffic Control Center, Danbury sector  
Commutair Champlain Enterprises, Inc. d/b/a Commutair 683  
U.S. Shuttle, Inc. d/b/a U.S. Air Shuttle 6130  
Business Express 854  
Delta Airlines, Inc. 1228  
Trans States Airlines, Inc. d/b/a Trans World Express 797  
New York TRACON, Liberty East Departure controller 2  
Britt airways, Inc. d/b/a Continental Express/Air Mike Express 3678  
Air Canada 777  
AMR American Eagle, Inc. 857  
Scandinavian Airlines System 1908

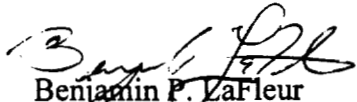
## Abbreviations

EAST1  
N0WC  
UNKN  
LGAD  
N87XX  
DXR  
UCA683  
USS6130  
GAA854  
DAL1228  
LOF797  
EAST2  
BTA3678  
ACA777  
EGF857  
SAS1908

h

ZBW-ARTCC-126  
TWA800  
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I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving TWA800:

  
Benjamin P. LaFleur  
Quality Assurance Specialist  
July 19, 1996

0027:00 EAST 1 zero whiskey charlie new york departure climb maintain one five thousand proceed direct merit

0027:04 N0WC one five thousand direct merit whiskey charley

0027:11 EAST1 east

0027:14 UNKN1 yeah any chance of radar on eight seven xray

0027:16 EAST1 oh yeah radar

0027:18 UNKN1 thanks

0027:23 LGAD east laguardia

0027:26 EAST1 east laguardia what's up

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TWA800  
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0027:27 LGAD you got higher for sixty one thirty

0027:28 EAST1 ah yes seventeen

0027:29 LGAD roger

0027:30 EAST1 liberty east on the forty eight danbury

0027:32 N7XX evening king air seven seven xray at seventeen five v f r  
advisories

0027:37 EAST1 (unintelligible) traffic descending south east of merit

0027:38 DXR yeah

0027:38 EAST1 radar

0027:39 DXR yeah alright thanks

0027:42 EAST1 calling new york say again

0027:44 N87XX king air eight seven xray xray seventeen five for advisories

0027:49 EAST1 eight seven xray xray westchester altimeter three zero zero  
zero

0027:53 N87XX zero zero

K3

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TWA800  
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0027:56 UNKN (unintelligible) is that you

0027:58 UNKN sure is how you doing

0028  
0028:09 UCA638 new york approach commutair six thirty eight with you out of eleven thousand with lima

0028:14 EAST1 commutair six thirty eight what's your destination

0028:17 UCA638 going to laguardia

0028:19 EAST1 commutair six thirty eight roger westchester altimeter three zero zero eight

0028:22 UCA638 three zero zero eight commutair six thirty eight

0028:27 COA1978 new york good evening continental nineteen seventy eight is uh zero six zero and uh ten thousand

0028:32 EAST1 continental nineteen seventy eight turn left heading zero three zero climb maintain one seven thousand

0028:37 COA1978 zero three zero up to one seven thousand continental nineteen seventy eight

0028:41 USS6130 u s shuttle sixty one thirty coming up on ten for seventeen

0028:44 EAST1 u s shuttle sixty one thirty new york departure intercept laguardia zero five five radial to merit

K4

0028:49 USS6130 u s shuttle sixty one thirty

0028:59 EAST1 danbury on the forty eight

0029  
0029:04 DXR danbury

0029:05 EAST1 how about uh like madison norwich for u s shuttle

0029:08 DXR yeah that's approved

0029:11 EAST1 o k

0029:14 UNKN4 (unintelligible)

0029:16 EAST1 thanks

0029:17 EAST1 u s shuttle sixty one thirty eight you can expect direct madison  
direct norwich leaving fourteen thousand no delay through  
fourteen

0029:20 USS6130 hurry through fourteen we'll expect that sixty one thirty thanks

0029:23 EAST1 bizex eight fifty four climb maintain one zero thousand

0029:25 GAA854 nine for ten bizex eight five four

0029:27 EAST1 u s shuttle sixty one thirty procede direct madison direct norwich

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0029:30 USS6130 madison direct norwich u s shuttle sixty one thirty eight thank  
you

0029:34 EAST1 continental nineteen seventy eight procede direct carmel carmel  
zero five seven radial to greki intersection resume own navigation

0029:40 COA1978 direct carmel as filed continental nineteen seventy eight

0029:51 EAST1 november zero whiskey charlie contact boston center one three  
point zero

0029:57 N0WC thirty four nothing whiskey charlie

0029:58 EAST1 commutair six thirty eight contact approach one three three point  
one

0030  
0030:02 UCA638 approach on one thirty three point one commutair six thirty eight  
thank you

0030:07 EAST1 u s shuttle sixty one thirty traffic twelve o'clock eight miles same  
direction a t r forty two level thirteen

0030:12 USS6130 uh we're looking u s shuttle sixty one thirty

0030:17 EAST1 bizex eight fifty four climb maintain one three thousand

0030:22 GAA854 cleared to one three thirteen thousand bizex eight five four

156

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TWA800  
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0030:37 EAST1 continental nineteen seventy eight contact boston center one three four point zero

0030:39 COA1978 thirty four zero continental nineteen seventy eight good day

0030:42 EAST1 u s shuttle sixty one thirty contact boston center one three four point zero

0030:56 USS6130 thirty four zero sixty one thirty so long

0031

0031:43 EAST1 bizex eight fifty four climb maintain one six thousand

0031:48 GAA854 six thousand bizex eight five four

0031:54 DAL1228 and departure delta twelve twenty eight climbing through six point eight for one zero thousand

0031:59 EAST1 delta delta twelve twenty eight climb maintain one seven thousand proceed direct greki

0032

0032:06 DAL1228 delta twelve twenty eight climbing to one seven thousand now direct greki

0032:10 LOF797 new york water ski seven nine seven out of twelve point seven for one four thousand

0032:14 EAST1 water ski seven ninety seven fly heading three six zero and intercept the deer park three twenty radial to gayel

57

0032:17 LOF797 three six zero to join the three twenty water ski seven ninety seven

0032:19 UNKN5 (unintelligible)

0032:20 UNKN6 (laughter)

0032:21 EAST1 here's your briefing zero whiskey charlie is going over to the center

0032:23 EAST2 alright

0032:36 EAST1 bizex eight fifty four is climbing to sixteen your still talking to him

0032:28 EAST2 o k

0032:30 EAST1 climbing to thirteen you gotta start him up reference him he's  
← filed for seventeen u s shuttle is gone madison norwich

0032:41 BTA3678 new york jet link thirty six seventy eight

0032:42 EAST1 gone gone

0032:43 EAST1 calling new york stand by

0032:45 EAST1 delta twelve twenty eight is climbing to seventeen on course  
flashing air canada your not talking to and he's here

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0032:48 EAST2 ok thank ya

0032:49 EAST2 jet link thirty six seventy eight go ahead

0032:52 BTA3678 just wondered if you heard the windows rattle over by you we  
just saw a big fireball come out about our nine o'clock

0032:54 UNKN6 no shittin

0032:55 UNKN7 well that ain't it over there nine o'clock well o k

0032:57 UNKN8 o k figure that out

0033  
0033:02 EAST2 jet link thirty six seventy eight o k exactly nine o'clock and  
how many miles

0033:08 BTA3678 its hard to tell it looks like it may have been close to the south  
shore of long island there with big fire straight up then it  
disappeared

0033:13 EAST2 o k the south shore of long island you you're over connecticut  
now uh alright

0033:17 BTA3678 we turned ourselves around how about at our three o'clock

0033:23 EAST2 o k still over the south shore of long island

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TWA800  
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0033:27 BTA3678 yeah there was definitely at three o'clock and uh over the shore line somewhere it was close to the south side of the long island area

0033:30 EAST2 must have been pretty big for you to have seen it out there uh ok

0033:32 EAST2 jet link thirty six seventy eight how many miles would you estimate

0033:50 BTA3678 uh its hard to tell uh you tell me where i am from the across the sound about eighteen miles i guess its uh i'd say just about twenty five miles

0034

0034:03 EAST2 ok thanks

0034:06 ACA777 new york departure air canada triple seven with you ten thousand

0034:08 EAST2 jet link thirty six seventy eight climb maintain uh seventeen uh make it sixteen one six thousand contact boston center one three four zero thanks for the help

0034:14 BTA3678 thirty four zero yeah it that was a nice big straight up flame that just slow slowly went out

0034:18 EAST2 thank you

0034:23 EAST2 eight seven xray xray contact boston center one three four point zero

670

0034:26 N87XX thirty four zero so long

0034:28 EAST2 somebody else trying to call me

0034:30 ACA777 yeah this is air canada triple seven level ten thousand

0034:32 EAST2 air canada seven seven seven roger climb maintain one seven thousand direct carmel v o r join the airway

0034:37 ACA777 air canada triple seven up to seventeen thousand left turn direct carmel join the airway

0034:41 EAST2 air canada seven seven seven amend the altitude to thirteen thousand one three thousand only

0034:45 ACA777 air canada triple seven thirteen thousand one three thousand only

0034:47 EAST2 water ski seven ninety seven join the deer park three twenty radial gayel

0034:49 LOF797 alright seven ninety seven joining

0034:52 EAST2 delta two delta twelve twenty eight contact boston center one three four point zero

0035:00 DAL1228 one three four point zero delta twelve twenty eight good day

1511

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TWA800  
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0035:25 EAST2 bizex eight fifty four climb maintain sixteen one six thousand  
contact boston center one three four point zero

0035:28 GAA854 thirty four zero thanks you have a good night now

0035:49 UCA689 new york departure commutair six eighty nine is through nine  
thousand on a v f r climb (unintelligible) with the air canada  
traffic in sight

0035:55 EAST2 i'm sorry one more time what was that

0035:56 UCA689 commutair six eighty nine in a v f r climb we've got air canada  
in sight

0036  
0036:01 EAST2 commutair six eight nine roger what are you climbing to

0036:04 UCA689 seventeen five v f r worcester

0036:06 EAST2 thank you

0036:07 EAST2 air canada seven seven seven traffic twelve o'clock five miles  
northwestbound at fourteen thousand maintain one three

0036:12 ACA777 air canada triple seven maintain one three thousand

0036:15 EAST2 danbury you trying to call me

0036:39 EAST2 water ski seven ninety seven traffic's just below you leaving  
twelve for thirteen

k12

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TWA800  
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0036:43 ACA777 air canada triple seven we have the traffic

0036:45 LOF797 water ski seven nine seven traffic in sight

0036:52 EAST2 commutair six eighty nine traffic twelve o'clock five miles  
northwestbound at fourteen thousand

0036:53 UCA689 traffic in sight commutair six eighty nine

0037

0037:11 EAST2 air canada seven seven seven climb maintain one seven  
thousand seventeen thousand contact boston center one three  
four point zero

0037:15 ACA777 air canada triple seven seventeen thousand thirty four zero  
good night

0037:20 EGF857 eagle eight five seven's eleven for fourteen

0037:24 EAST2 eagle eight five seven roger uh fly heading three five zero join  
the deer park three twenty radial gayel

0037:29 EGF857 three five zero up to gayel eagle eight five seven

0038

0038:09 EAST2 danbury east forty eight uh v f r

0038:13 DXR danbury

0038:15 EAST2 commutair six eighty nine seventeen five

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TWA800  
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0038:16 DXR 1 s

0038:17 EAST2 thanks

0038:49 SAS1908 departure scandinavian nineteen o eight heavy we are level at  
ten thousand feet

0038:53 EAST2 scandi nine uh nineteen o eight heavy new york departure good  
evening direct greki intersection climb maintain one two  
thousand

0039:00 SAS1908 direct greki

End of Transcript

K14



US Department  
of Transportation  
**Federal Aviation  
Administration**

ZBW-ARTCC-126  
TWA800

# Memorandum

**Subject:** INFORMATION: Transcript;  
Reference Aircraft Accident; TWA800;  
23 miles southwest of Hampton, NY; July 18, 1996  
**From:** Air Traffic Manager, Boston ARTCC, ZBW-1

**Date:** July 29, 1996

Reply to  
Attn of

**To:** This transcription covers the Boston ARTCC Sardi Sector radar position  
for the time period from July 18, 1996, 0019 UTC to July 18, 1996, 0044 UTC.

Agencies Making Transmissions

Navy WVAT450  
Boston ARTCC Sardi Sector, Radar Position  
Westwind N161X  
T W A 842  
New York ARTCC  
Unknown  
Mesa Airlines 5523 (Air Shuttle)  
Virgin Atlantic 009  
Delta 76  
T W A 800  
T W A 900  
Eastwind Airlines 507  
Piedmont 3112  
New York Tracon  
Alitalia 609  
Jet Express 18  
Air France 008  
U S Air 217  
United 2  
Delta 92  
Air France 007  
Delta 9295  
American 100  
Ryan 477  
Boston ARTCC Nantucket Sector, Radar Position

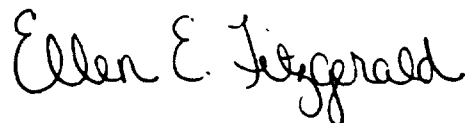
Abbreviations

VVAT450  
R32  
N161X  
TWA842  
ZNY  
UNKN  
ASH5523  
VIR009  
DAL76  
TWA800  
TWA900  
BBE507  
PDT3112  
N90  
AZA609  
JEX18  
AFR008  
USA217  
UAL2  
DAL92  
AFR007  
DAL9295  
AAL100  
RYN477  
R17

L

ZBW-ARTCC-126  
TWA800  
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I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving TWA800:



Ellen E. Fitzgerald  
Quality Assurance Technician  
Boston ARTCC

0019		
0019:25	VVAT450	boston good evening navy alfa tango four five zero with you two zero zero
0019:30	R32	navy alfa tango four fifty boston center roger
0019:34	VVAT450	and ma'am do you have our request
0019:37	R32	affirmative
0019:39	VVAT450	thanks
0020		
0020:04	R32	*(okay) navy alfa tango four fifty i'm gonna be unable to do direct to bergh here to ah cut you right across the kennedy departure track and ah *(in event) you have no transponder i need to leave you on airways until you get into the until you get into the warning area
0020:17	VVAT450	and alfa tango four five zero roger we understand we'll stay with the airways
0020:21	R32	roger



0020:22 VVAT450 thanks for trying

0020:58 N161X boston center westwind one six one x-ray's with you  
out of flight level two zero zero for one niner zero

0021:07 R32 one six one x-ray boston center roger

0021:10 TWA842 boston t w a eight forty two heavy out of seven point  
five for one one thousand

0021:16 R32 t w a eight forty two boston center roger climb and  
maintain flight level one niner zero

0021:20 TWA842 climb to one niner zero eight forty two heavy

0021:25 R32 one six one x-ray once you level off at nineteen  
proceed direct to nantucket

0021:29 N161X nineteen direct nantucket six one x-ray

0021:32 R32 roger

0021:42 R32 t w a eight forty two ah

0021:43 ZNY hampton ah kennedy

0021:44 R32 reset your transponder squawk three four zero four

0021:47 TWA842 three four zero four eight forty two heavy

0021:50	R32	atlantic sixty seven hampton
0021:59	UNKN	two four five two one forty heavy
0022:01	ZNY	atlantic's on
0022:02	R32	i got a question for you
0022:03	ZNY	whatta you got
0022:04	R32	actually lemme uhm i'm gonna flash this guy to you please don't take the handoff he's too far away
0022:08	ZNY	*(yes)
0022:09	R32	northeast of hampton that navy alfa tango four fifty
0022:11	ZNY	navy alfa tango four fifty i've got a ticket on him
0022:14	R32	alright he wants to go to bergh i'm flashing at ya now just so you can actually he's flashing at ah eighty six let's try this --- no he's not flashing at ya forget it anyway he's north of hampton he wants to go direct to bergh he's at twenty thousand if he doesn't go there he's primary only i still got him down the airway i don't know how that's gonna conflict with your kennedy departures trying to climb above him
0022:33	ZNY	he's primary only i can't i really can't ah work him primary only in that corridor there that's gonna be a problem

0022:38 R32 so just tell him well his routing is bergh and then i guess he's doing some air work at bergh

0022:42 ZNY yeah i mean i can take him direct bergh is he gonna go operational at bergh do you know

0022:46 R32 ah lemme check with him and ask i i i think he is

0022:49 ZNY if he's gonna go v f r that's not a problem then but ah working him i f r that'd be a problem without a transponder

0022:54 R32 okay so tell him if he's gonna go v f r you can work him if he's not then you cannot take him that way

0022:59 ZNY yeah pretty much

0023:00 R32 see like at all like even direct to bergh or even down jet one twenty one amber three hundred

0023:04 ZNY we can take him see the problem is if he's sitting at bergh he's

0023:07 R32 uh huh

0023:07 ZNY right in the middle of the corridor for all the departures and stuff like that and if he's sitting at twenty thousand i gotta climb through him and i won't be able to see him too well out there

0023:13 R32 okay i'll let him know thanks

0023:14 ZNY \*(r y)

0023:14 R32 \*(r e)

0023:16 R32 navy alfa tango four fifty ah whenever you got a minute  
i got a coupla questions for ya for the next controller

0023:25 VVAT450 alfa tango four five zero roger we're ready

0023:28 R32 roger sir ah do you plan on going v f r when you get  
down to the bergh intersection

0023:34 VVAT450 that's affirmative v f r

0023:36 R32 okay

0023:37 R32 t w a eight forty two if you could give me a good rate of  
climb through fifteen please for traffic

0023:41 TWA842 okay we'll hurry through fifteen t w a eight forty two

0023:57 ZNY hampton kennedy jet ex eighteen all right  
0024  
0024:02 R32 air shuttle five five two three fly heading two seven  
zero vectors traffic

0024:06 ASH5523 okay ah two seven zero air shuttle fifty five twenty  
three

0024:09	R32	t w a eight forty two fly heading one two zero vectors traffic
0024:12	TWA842	heading one two zero t w a eight forty two
0024:16	VIR009	boston center virgin zero zero nine heavy out of two seven zero for two four zero trait
0024:20	R32	virgin nine boston center roger
0024:25	DAL76	delta seventy six leveling (unintelligible)
0024:25	ZNY	hampton kennedy thirty nine handoff
0024:30	R32	delta seventy six roger standby for higher
0024:33	DAL76	roger
0024:42	TWA800	new york center t w a's ah lifeguard eight hundred heavy eight thousand two hundred climbing one one thousand
0024:49	R32	t w a eight hundred boston center roger climb and maintain one three thousand
0024:53	TWA800	t w a's eight hundred heavy climb and maintain one three thousand
0024:57	R32	delta seventy six boston center one two four point five two

0025:00 DAL76 delta seventy six twenty four fifty two good day

0025:02 R32 one six one x-ray boston center one two eight point seven five

0025:06 N161X twenty eight seventy five six one x-ray take care

0025:09 R32 roger

0025:15 TWA900 and good evening boston t w a niner hundred ah coming up on nine thousand for one one thousand

0025:24 R32 t w a nine hundred climb and maintain flight level one niner zero

0025:27 TWA900 one niner zero t w a nine hundred

0025:31 R32 t w a eight hundred what's your rate of climb

0025:34 TWA800 t w a's eight hundred heavy ah about ah two thousand feet a minute here until ah accelerating out of ten thousand

0025:42 R32 roger sir climb and maintain flight level one niner zero and expedite through fifteen

0025:47 TWA800 a's eight hundred heavy climb and maintain one niner zero and expedite through one five thousand

0025:53 UNKN okay you prefer something else

0025:56 VIR009 boston virgin zero zero nine heavy is over trait at two  
four zero

0026  
0026:06 R32 virgin double oh nine cross calverton at one two  
thousand two hundred and fifty knots kennedy  
altimeter three zero zero seven

0026:12 VIR009 roger calverton one two thousand \*(two hundred) fifty  
knots virgin zero zero nine

0026:24 R32 t w a eight hundred amend the altitude maintain ah one  
three thousand thirteen thousand only for now

0026:30 TWA800 t w a's eight hundred heavy okay stop climb at one  
three thousand

0026:35 R32 t w a eight forty two direct to nantucket on course

0026:38 TWA842 direct nantucket on course t w a eight forty two

0026:41 R32 air shuttle fifty five twenty three you can fly heading of  
ah two two zero rejoin the airway thank you

0026:47 ASH5523 okay two twenty to join up air shuttle fifty five twenty  
three

0026:53 BBE507 hello boston it's stinger bee five oh seven checking on  
two four oh request

0026:58 R32 stinger bee five oh seven boston center roger ah  
standby on the request please

0027:08	PDT3112	and boston piedmont thirty one twelve at one one thousand
0027:12	R32	piedmont thirty one twelve boston center roger kennedy altimeter three zero zero seven
0027:16	PDT3112	three zero zero seven thirty one twelve
0027:28	R32	t w a nine hundred fifteen left for your climb please
0027:31	TWA900	fifteen degrees left t w a nine hundred roger
0027:57	N90	sardi kennedy ninety two handoff
0028:00	UNKN	(unintelligible)
0028:13	R32	t w a eight hundred you have traffic at one o'clock and ah seven miles southbound a thousand foot above he's a beech nineteen hundred
0028:20	TWA800	t w a's ah eight hundred heavy ah no contact
0028:24	R32	t w a nine hundred leaving one five thousand direct nantucket on course
0028:27	TWA900	out of one five thousand direct nantucket t w a ah nine hundred
0028:31	R32	t w a eight forty two boston one two four point five two



0028:34 TWA842 twenty four fifty two t w a forty two good day

0028:38 R32 alright

0028:39 AZA609 boston alitalia six zero nine good evening one one thousand

0028:42 R32 alitalia six zero nine boston center roger climb and maintain flight level ah one niner zero

0028:47 AZA609 climb and maintain flight level one niner zero six zero nine

0028:50 JEX18 boston jet express eighteen out of twenty five for two zero zero

0028:53 R32 jet express eighteen boston center roger cross forty five actually descend and maintain flight level two one zero

0029  
0029:01 JEX18 two one zero for jet express eighteen

0029:35 AFR008 ah boston center air france ah zero zero eight good evening level two eight five for down ah flight level two four zero

0029:47 R32 stinger bee ah five zero seven descend and maintain flight level two zero zero no delay down please

0029:52 BBE507 down to twenty thousand quickly stinger five oh seven

0029:58	AFR008	boston air france zero zero eight good evening out of two eight zero down ah two four zero
0030:02	R32	air shuttle fifty five twenty three new york now on one three three point zero five
0030:06	ASH5523	okay thirty three zero five air shuttle fifty five twenty three see ya
0030:08	R32	air france zero zero eight boston center roger
0030:11	R32	jet ex eighteen descend and maintain flight level one eight zero
0030:13	JEX18	one eight zero jet ex eighteen
0030:16	R32	t w a eight hundred climb and maintain one five thousand
0030:19	TWA800	t w a's eight hundred heavy climb and maintain one five thousand leaving (unintelligible) three thousand
0030:24	R32	pedmont thirty one ah thirty one twelve descend and maintain niner thousand
0030:27	PDT3112	roger niner thousand thirty one twelve
0030:31	TWA900	t w a nine hundred leveling one nine zero
0030:34	R32	t w a nine hundred thank you ah higher in just a bit

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TWA800  
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0030:38 TWA900 \*(alright)

0030:40 R32 stinger bee five oh seven if i give you lower can you be out of eighteen here in ah a minute and a half

0030:45 BBE507 sure we can do that stinger five oh seven

0030:47 R32 stinger bee five oh seven descend and maintain one six thousand the ah kennedy altimeter is three zero zero seven thanks for your help

0030:53 BBE507 okay three zero zero seven down to sixteen thousand any chance of a shortcut

0030:58 R32 stinger bee five oh seven ah well you're just about to about to turn down the airway now i really can't take you off the airway

0031:04 BBE507 all right

0031:04 ZNY hampton camrn thirty nine line

0031:17 R32 piedmont thirty one twelve new york approach on one three two point two five

0031:21 PDT3112 one three two two five thirty three thirty one twelve

0031:32 R32 jet ex sixteen descend and maintain one five thousand the ah providence altimeter three zero zero four

L-12

0031:38 JEX18 ah i think that was one five thousand for jet express  
eighteen is that correct

0031:41 R32 that's correct thank you

0031:50 BBE507 we just saw an explosion out here stinger bee five oh  
seven

0031:57 R32 stinger bee five oh seven i'm sorry i missed it ah you're  
out of eighteen did you say something else

0032:01 BBE507 ah we just saw an explosion up ahead of us here  
\*(somewhere's about) about sixteen thousand feet or  
something like that it just went down — in the water

0032:10 AZA609 alitalia six oh nine confirms just ahead of us

0032:17 R32 t w a nine hundred for higher contact boston now on ah  
one two four point five two

0032:22 TWA900 two four five two t w a nine hundred

0032:24 R32 thank you

0032:25 VIR009 boston virgin zero zero nine I can confirm that out of  
my nine ah three my nine o'clock position we just had  
an exp it looked like an explosion out there about five  
miles away six miles away

0032:36 R32 virgin zero zero nine i'm sorry your transmissions  
broken up \*(what'd you say)

0032:38 N90 sardi kennedy ninety two another handoff please

0032:39 VIR009 our at nine o'clock position sir it looked like an explosion of some sort about maybe six to five six miles out from my nine o'clock position

0032:49 R32 an explosion six miles out at your nine o'clock position thank you very much sir contact new york approach one two five point seven

0032:55 VIR009 two five seven

0032:56 R32 t w a eight hundred center

0032:58 UNKN (unintelligible)

0033:01 UNKN investigate that explosion if you get a lat long

0033:04 R32 t w a eight hundred center

0033:09 R32 t w a eight hundred if you hear center ident

0033:15 USA217 u s air two seventeen two one oh

0033:17 R32 stinger bee ah five zero seven you reported an explosion is that correct sir

0033:21 BBE507 yes sir about ah ah five miles at at my eleven o'clock here

0033:27      AZA609      boston center six zero nine

0033:31      R32            alitalia six oh nine contact boston now on ah one two  
four point five two

0033:36      AZA609      one two four point five two and just for your information  
sir we are just overhead the explosion right overhead  
at this time now a hundred and three miles from j f k it's  
about forty eight miles from \*(j a p) on the one zero two  
radial

0033:48      BBE507      and center for stinger bee ah five oh seven we are  
directly over the site with that airplane or whatever it  
was just exploded and went into the water

0033:56      UNKN        i have eighteen or nineteen miles from the two thirty six  
radial off ah hampton

0034  
0034:01      R32            roger that thank you very much sir we're investigating  
that right now t w a eight hundred center t w a eight  
zero zero if you hear center ident

0034:11      AZA609      and six oh nine could you say again the frequency  
please

0034:14      R32            virgin nine one two five point seven good day

0034:20      R32            jet express ah eighteen descend and maintain one one  
thousand expedite down

0034:24      JEX18        expedite to one one ah jet express eighteen

0034:26 R32 air france zero zero eight descend and maintain ah  
flight level two two zero

0034:34 USA217 u s air two seventeen two one oh

0034:37 R32 virg air france zero zero eight descend and maintain  
flight level two two zero

0034:41 AFR008 ah descend and maintain flight level two two zero air  
france ah zero zero eight

0034:45 UAL2 ah new york united two heavy one one thousand

0034:48 R32 united two boston center roger climb and maintain one  
five thousand

0034:51 UAL2 climb to one five thousand united two heavy

0034:55 USA217 and boston u s air two seventeen two one oh

0034:58 R32 u s air ah two seventeen boston center roger descend  
and maintain one one thousand i realize you're a little  
bit high but you have to do your best down providence  
altimeter three zero zero four

0035:06 USA217 one one thousand double oh four you have a turn back  
towards providence for us

0035:10 R32 u s air seventeen direct providence at this time

0035:12	UNKN	(unintelligible) *(two five zero)
0035:16	DAL92	delta ninety two heavy leveling at eleven
0035:18	R32	delta ninety two boston center roger climb and maintain one five thousand
0035:22	DAL92	delta ninety two heavy one five thousand
0035:24	R32	navy alfa tango four five zero new york center one three three point zero five
0035:30	VVAT450	switching one three two zero five
0035:36	R32	t w a eight hundred center
0035:43	UNKN	i think that was him
0035:45	R32	i think so
0035:48	UNKN	god bless him
0035:52	N90	boston sar boston sardi kennedy on the ninety two line
0035:56	R32	air france zero zero eight descend and maintain one two thousand the kennedy altimeter is *(three zero zero seven)
0035:59	N90	boston sardi kennedy ninety two



0036:01      AFR008      three zero zero seven descend and maintain ah ah  
twelve thousand ah air france ah zero zero eight

0036:07      R32            jet express eighteen providence now one two five point  
seven five

0036:11      JEX18          two five (unintelligibel)

0036:12      N90            do you want us to hold onto air france or are you alright  
with him

0036:38      R32            u s air two seventeen contact the ah providence  
approach now one two five point seven five thanks for  
your help today

0036:44      USA217        one seventy five you have a good one

0036:53      R32            united two climb and maintain flight level one niner  
zero

0036:56      UAL2          climb to one nine zero united two heavy

0036:58      R32            stinger bee five oh seven thanks for that report ah new  
york on one three three point zero five good day sir

0037:05      BBE507        thirty three oh five so long stinger five oh seven  
anything we can do for ya before we go

0037:11      R32            well i just wanna confirm that ah that you saw the ah  
splash in the water approximately ah twenty southwest  
of hampton is that right

0037:20      BBE507      ah yes sir it just blew up in the air and then we saw two fireballs go down to the to the water and there was a big small ah smoke \*(form) ah coming up from that also ah there seemed to be a light i i thought it was a landing light \*(eye) and it was coming right at us at about i don't know about fifteen thousand feet or something like that and i pushed on my landing lights ah you know so i saw him and then it blew

0037:40      R32              roger that sir ah that was a seven forty seven out there you had a visual on that anything else in the area when it happened

0037:47      BBE507      i didn't see anything he seemed to be \*(alone) i thought it had a landing light on maybe it was a fire i don't know

0037:51      R32              stinger bee five oh seven ah roger that and anything else comes to your mind ah you can use your other radio come back to this frequency and tell me about it

0037:58      BBE507      that's all i can think of at this time

0038:00      R32              united two boston one two four point five two

0038:05      UNKN          \*(blocked)

0038:06      R32              united two boston on one two four point five two

0038:08      UAL2          one two four five two and is that airplane right in front of us now

0038:12 R32 ah he should be right underneath neath you they reported the splashdown right underneath you about ah twelve and ah four miles

0038:18 UAL2 it's still burning down there

0038:20 R32 in the water

0038:21 UAL2 well there's ah there's bright red and there's there's smoke coming up

0038:25 R32 i'm sorry say that again gimme that report again

0038:28 UAL2 there's fire with smoke

0038:30 R32 fire with smoke coming out of water

0038:32 UAL2 right at our position right now i can give you a lat long if you want

0038:35 R32 absolutely thank you

0038:37 AFR007 boston good evening air france zero zero seven

0038:40 R32 air france zero zero seven standby one united two go

0038:44 UAL2 it's ah north forty thirty nine point one west zero seven two three eight point zero

0038:51 R32 alright we got forty thirty nine point one west zero seven two three eight point zero

0038:56 UAL2 that's correct

0038:57 R32 alright thanks for the report boston one two four point five two

0039:00 UAL2 g'day

0039:01 R32 delta ninety two ninety five descend and maintain one one thousand direct to providence

0039:04 DAL9295 down to eleven and direct providence ninety two ninety five

0039:08 R32 delta ninety two ninety five normal airspeed thank you

0039:11 DAL9295 okay sir we'll pick it up normally ah have you got a air a ah altimeter

0039:15 R32 sorry about that providence three zero zero four

0039:18 DAL9295 thirty oh four and any idea who that was

0039:20 R32 delta ninety two climb and maintain flight level one niner zero delta ninety two

0039:24 DAL92 delta ninety two heavy up to flight level one nine zero

0039:27 R32 air france zero zero seven climb and maintain flight level one niner zero

0039:30 AFR007 air france zero zero seven heavy climb and maintain one niner zero

0039:33 N90 boston sardi kennedy ninety two

0039:34 R32 air france zero zero eight ah no delay in the descent please after you get to ah twelve slow to two hundred and fifty knots

0039:39 AFR008 increasing rate of descent air france zero zero eight

0039:48 N90 boston sardi kennedy ninety two line  
0040  
0040:07 R32 delta ninety two contact boston on one two four point five two

0040:11 DAL92 \*(ah ninety two one two four five two )

0040:13 R32 i just wanna confirm that's for delta ninety two you got like ah call signs ninety two ninety five on the frequency and ah delta ninety two there seems to be a loud ah tone whenever you transmit

0040:23 DAL92 okay ah delta ninety two understand ah frequency one two four five two

0040:29 R32 that's right and ah there is a loud tone ah accompanying your transmissions

0040:32	DAL92	okay thank you
0040:34	R32	air france zero zero eight new york on one two five point seven thanks for your help sir
0040:38	AFR008	one two five point ah seven air france zero zero eight bye
0040:43	AAL100	boston american one hundred heavy with you out of eight thousand for one one thousand
0040:46	R32	american one hundred climb and maintain flight level one niner zero
0040:49	AAL100	climb and maintain one niner zero american one hundred heavy
0041		
0042		
0042:33	R32	air france zero zero seven climb and maintain flight level two niner zero
0042:37	AFR007	maintain ah level two niner zero air france zero zero seven heavy
0042:41	R32	delta ninety two ninety five thanks for your help today boston actually providence approach on ah one two five point seven five and i should say when you reach one one thousand slow again to two hundred and fifty knots
0042:50	DAL9295	okay one two five seven five slow to two fifty at eleven and ah good night ninety two ninety five

0042:56	R32	air france zero zero seven contact boston on one two four point five two
0043		
0043:05	RYN477	ah boston ryan four seventy seven one nine zero
0043:08	R32	ryan four seventy seven boston center roger
0043:11	R32	american one hundred amend the altitude
0043:13	ZNY	hampton kennedy
0043:13	R32	maintain flight level one eight zero
0043:15	AAL100	american one hundred'll maintain flight level one eight zero
0043:17	R32	air france zero zero seven contact boston one two four point five two
0043:22	AFR007	one two four point five two air france ah zero zero seven heavy
0043:31	ZNY	hampton kennedy thirty nine
0043:56	R17	two zero zero through flight level two two zero
0044:00	UNKN	two zero zero to two two zero and where is the position of maine eight seven

0044:03 R17 maine eight seven is currently uhm well he's at your  
nine or ten o'clock and forty miles heading north  
towards ah bangor

0044:13 UNKN okay thank you very much we're departing two four  
zero for two one zero at this time

0044:17 R17 nantucket go ahead override

0044:18 UNKN boston (unintelligible) three four heavy good afternoon  
three two zero

0044:22 R32 pointout northwest of sandy point on delta ninety two  
ninety five

0044:25 R17 delta ninety two ninety five point out approved \*(k f)

0044:51 R32 american one hundred maintain flight level one eight  
zero your traffic is two o'clock and one five miles  
northeast bound a thousand foot above your assigned  
altitude and he's a seven thirty seven

End of Transcript

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





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

# Memorandum

FSS

L1

Subject: **INFORMATION:** Transcript; Reference Aircraft Accident,  
TWA800; 23 SW Hampton VOR, July 18, 1996 UTC

Date: July 23, 1996

From: New York AFSS

Reply to  
Attn. of:

To: This transcription covers the New York Automated Flight Service  
Station Inflight Position #1 for the time period from July 18, 1996,  
0020 UTC to July 18, 1996, 0055 UTC

Agencies Making Transmissions

New York AFSS, IF1  
Aero Commander N1182J  
Piper Navajo 41142  
Piper Cherokee 40735  
N008  
Piper 21412  
Piper Arrow 95CT  
Beechcraft Bonanza 6692R  
Piper Warrior N9561C  
Piper Aztec N127CA  
N803DW

Abbreviations

IF1  
N1182J  
N41142  
N40735  
N008  
N21412  
N95CT  
N6692R  
N9561C  
N127CA  
N803DW

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

*Susan T. Zurlo*  
Susan T. Zurlo

Assistant Manager for Programs and Training  
July 23, 1996

0020:01 N41142 new york radio navajo four one one four two with you on one one two point  
six  
0020:24 N41142 new york radio navajo four one one four two  
0020:30 IF1 Navajo four one one four two new york radio over

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0020:36 N41142 yeah standby one minute for one four two we'll get right back to you

0021:00 N41142 uh new york radio navajo four one one four two one twenty two six

0021:06 IF1 navajo four one one four two new york radio over

0021:10 N41142 yeah off of teterboro fifteen minutes past the hour like to activate a v f r flight plan from teterboro to east hampton

0021:20 IF1 and navajo uh one four two roger I do not have that flight plan I will notify milville to activate it over

0021:26 N41142 o k understand you'll notify milville for one forty two

0021:44 N008 zero zero eight (unintelligible)  
0022  
0023  
0024  
0025  
0026  
0027  
0028

0028:45 N40735 new york radio cherokee four zero seven three five

0029  
0029:19 N40735 new york radio november four zero seven three five transmitting on one two two point one listening to one one six point one huguenot v o r

0029:29 IF1 cherokee four zero seven three five new york radio over

0029:35 N40735 cherokee four zero seven three five good evening sir i'd like to open my v f r flight plan at seven minutes twenty seven minutes after the hour

0029:43 IF1 cherok

0029:45 IF1 cherokee seven three five roger we'll activate your flight plan to albany over

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TWA800  
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0029:52 N40735            roger seven three five thank you sir

0030  
0030:11 N21412            milville radio piper two one four one two listening coyle

0030:29 N21412            milville radio piper two one four one two listening coyle

0031  
0031:39 N95T              dutchess ground arrow niner five tango (unintelligible)

0031:44 N21412            four one two just about five minutes outside of november twelve and we'd like  
to close our flight plan four one two

0031:50 N21412            (unintelligible) good evening four one two

0032  
0033  
0034  
0035  
0036  
0037  
0038  
0039  
0039:51 N6692R            bridgeport radio bonanza six six niner two romeo on one twenty two two

0039:58 N6692R            and uh bridgeport nine two romeo is at three thousand five hundred v f r  
departed white plains and currently our position is twenty two miles west of  
new haven airport and landing norwood oscar whiskey delta massachusetts and  
uh would like if possible to give me a radar summary as well as uh current  
surface at norwood

0040  
0040:23 N6692R            yes sir oscar whiskey delta massachusetts

0040:45 N6692R            nine two romeo great so all those all those cells around bradley dissipated  
correct

0040:56 N6692R            nine two romeo well thank you very much sir and uh you have a nice day and  
uh let me give you a piprep

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0041:02 N6692R and uh we are at three thousand five hundred we have uh smooth flight conditions no turbulence inflight visibility uh I would say uh five to seven miles

0041:21 three zero zero six nine two romeo you have a nice evening sir

0041:27 (sound of emergency locator transmitter)

0041:37 (sound of emergency locator transmitter)

0041:47 N1182J new york radio november one one eight two juliet

0041:52 IF1 november one one eight two juliet new york radio

0041:54 N1182J uh we're over gabreski at uh eight thousand feet and i'd like to make note that we were eyewitness to that explosion in the air there and they can call us for any information

0042:05 IF1 uh one one eight two juliet you're saying there was an explosion in midair

0042:11 N1182J absolutely apparently they're aware of it but we saw landing lights facing us and all of a sudden it turned into a bright orange flame and it went straight down into the water burning and uh a smoke pillar coming up

0042:26 IF1 and uh what type aircraft are ya

0042:30 N1182J uh we're an a c twelve just doing pleasure flying over long island at about eight thousand

0042:35 IF1 roger and uh what was your exact position and altitude at the time

0042:40 N1182J we were at nine thousand feet just north of gabreski

0042:44 IF1 roger what time was that

L1-4

0042:48 N1182J     uh it was uh about uh six minutes ago seven

0042:53 IF1         roger and you say you saw landing lights approaching you and then an  
explosion at uh and uh some kind of ball of flame that went into the ocean  
over

0043  
0043:04 N1182J     that's affirmative several aircraft reported to long island approach and uh he  
made note of it and so forth

0043:12 IF1         uh roger and uh could I have your name and where you're based and a phone  
number

0043:16 N1182J     last name is faret that's spelled foxtrot alpha romeo echo tango and uh local  
phone number is three four nine five niner niner niner

0043:28 IF1         roger and uh which airport ya based at sir

0043:31 N1182J     islip islip airport and we're based at long island jet

0043:38 IF1         o k sir i'll pass on the information and uh thank you for letting us know over

0043:43 N1182J     wilco

0044  
0045  
0045:02 N9561C     new york radio new york radio this is piper niner five six one charlie listening  
on one two one point six over

0045:16 IF1         niner five six one charlie new york radio

0045:22 N9561C     yeah good evening uh we're a piper warrior uh we over the fire island  
monument we'd like to do a little v f r flying for tonight and uh some training  
would you please give us the weather for the next two hours uh from long  
island for republic and (unintelligible) abbreviated please

0045:30 IF1         o k sir currently over long island we got mostly clear skies visibility four miles  
or greater we do have some haze out towards the hampton area as far as the  
forecast continued v f r with two five thousand scattered visibility six miles  
winds from the west at approximately six knots uh also some additional lower

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TWA800  
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clouds out to the south shore of connecticut with six to seven thousand go ahead

0045:49 N9561C

yeah o k uh that was uh (unintelligible) for us that's uh what we like to know so we can go v f r and do some night training thank you very much six one charlie out

0045:50 IF1

roger

0046

0047

0048

0048:09 N127CA

bridgeport radio bridgeport radio aztec one two seven charlie alpha listening groton over

0048:21 N127CA

uh yes sir i'd like to get a forecast through zero four hundred zulu for the uh route from block island to the boston area specifically (unintelligible) over

0049

0049:09 N127CA

o k just concerned about the possibility of fog and quite a bit of haze up here right now

0049:33 N127CA

seven charlie alpha roger it looks like my visibility here over groton is about five to seven miles over

0049:44

(unintelligible) if you'd take care of it i'd appreciate it

0049:50 N127CA

seven charlie alpha roger copy that

0050

0050:17 N803DW

evening bangor radio november eight zero three delta whiskey transmitting one two two point one receiving one zero nine point four off the keene v o r

0050:33 N803DW

november eight zero three delta whiskey i've got a request if you could call our flight following a one eight hundred number

0050:57 N803DW

o k it's one eight hundred (unintelligible) eight seven four

0051

0052

0053

0054

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0055

End of Transcript

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