

**Docket No: SA-516**

**Exhibit No: 3-F**

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

**AIR TRAFFIC CONTROL TRANSCRIPTS L3 - L9**

- L-3. Boston ARTCC Parso Sector Radar 8 pages
- L-4. Boston ARTCC Bosox Sector Radar 2 pages
- L-5. Boston ARTCC Providence Sector Radar 3 pages
- L-6. Boston ARTCC Sardi Sector Radar 6 pages
- L-7. New York ARTCC Oceanic Radar 15 pages
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- L-9. Boston ARTCC Parso Sector Radar 4 pages



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

# Memorandum

L-3

Subject: INFORMATION: Transcript;  
Reference NTSB Request 96-140; VVAT450;  
Boston ARTCC; July 18, 1996

From: Boston ARTCC

Date: December 13, 1996

Reply to  
Attn. of:

To: This transcription covers the Boston ARTCC Parso Sector radar position for the time period from July 17, 1996, 2341 UTC to July 18, 1996, 0006 UTC.

Agencies Making Transmissions

Brunswick NAS Approach Control  
Boston ARTCC Parso Sector, Radar Position  
Boston ARTCC Sardi Sector, Radar  
Associate Position  
Navy Alfa Tango Four Five Zero  
Boston ARTCC Concord Sector, Radar Position

Abbreviations

NHZ A/C  
R16  
  
RA32  
VVAT450  
R37

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject NTSB request involving VVAT450:

*Ellen E. Fitzgerald*

Ellen E. Fitzgerald  
Quality Assurance Technician  
Boston ARTCC

2341

2341:48      NHZ A/C      parso brunswick on the one seven question

2341:50      R16      parso

2341:51      NHZ A/C      yeah i got a navy alfa tango four five zero's ah so far he can't seem to get his transponder working you'd be you gonna be able to work him tonight without it he's ten miles south of brunswick right now

L3-1

2342:01	R16	where's he going
2342:02	NHZ A/C	he's going to bergh for ah his first fix is kennebunk that's his clearance limit c i d zero zero six
2342:13	R16	ah i guess we'd have to check with new york and everything is there anything in the machine on him at all
2342:18	NHZ A/C	yeah c i d zero zero six
2342:20	R16	zero zero six huh ah four five zero ah he's not gonna be able to go on that filed route i'll tell you that much
2342:28	NHZ A/C	okay thanks a lot
2342:29	R16	alright drop zone
2342:30	NHZ A/C	*(k b)
2343		
2344		
2345		
2345		
2346		
2347		
2347:16	R16	this is ah parso go ahead override
2347:18	RA32	yes ah the question about the guy that lost his transponder
2347:20	R16	yes

2347:21	RA32	going to bergh
2347:22	R16	yes
2347:23	RA32	ah yuh give him jet one seventy four to intercept amber three hundred and that does take him to bergh
2347:26	R16	okay thanks
2347:27	RA32	yup
2347:28	R16	drop zone
2347:34	R16	brunswick surry on the seventeen
2347:37	NHZ A/C	brunswick
2347:38	R16	yeah the navy alfa tango ah four five zero
2347:40	NHZ A/C	yeah he's v f r now he's trying to fig he's turning northbound trying to figure out what he wants to do
2347:44	R16	alright i got some routing for him
2347:47	NHZ A/C	did you catch that
2347:48	R16	i got some routing for him at twenty

2347:50	NHZ A/C	you got a routing for him at twenty
2347:51	R16	yup
2347:52	NHZ A/C	okay i'll let him know is he radar contact where he's at now he's thirty miles
2347:55	R16	yup i see him down at thirty five south of ah brunswick about the one ah eighty radial
2347:59	NHZ A/C	okay i'll ah reclear him at ten thousand and switch him up
2348:02	R16	alright thanks
2348:02	NHZ A/C	*(k b)
2348:03	R16	my control for higher right
2348:04	NHZ A/C	your control for higher
2348:05	R16	thanks drop zone
2348:05	NHZ A/C	*(k b)
2348:45	VVAT450	boston navy alfa tango four five zero with you one zero thousand

L3-5

2348:50 R16 navy alfa tango four five zero boston center roger climb and maintain flight level two zero zero you're now cleared to ah the bergh intersection via direct boston jay fifty five hampton jay one twenty one until joining amber three hundred bergh

2349:22 VVAT450 alfa tango four five zero sir we copied up to two zero zero flight level direct to ah boston jay fifty five hampton jay one twenty one you said amber three hundred direct bergh

2349:36 R16 ah yes sir that's correct amber three hundred bergh bergh is ah on amber three hundred

2349:41 VVAT450 alfa tango four five zero roger

2349:51 R16 navy ah alfa tango four five zero you are radar contact three seven miles south of \*(the) ah brunswick primary target only

2350  
2350:01 VVAT450 and alfa tango four five zero roger

2351  
2351:28 R16 navy alfa tango four five zero report ah reaching flight level two zero zero

2351:33 VVAT450 navy alfa tango four five zero will report ah two zero zero  
2352  
2353  
2354  
2355  
2356  
2357  
2358  
2359  
2359:19 R16 navy alfa tango four five zero say altitude

L3-C

2359:22	R16	alfa tango four five zero is one niner five approaching flight level two zero zero
2359:27	VVAT450	roger sir thank you report level please
0000		
0000:49	VVAT450	alfa tango four five zero is level two zero zero
0000:52	VVAT450	navy alfa tango four five zero roger
0001		
0001:10	R37	concord
0001:12	R16	parso point out northeast of boston navy alfa tango four five zero two zero zero direct boston
0001:16	R37	point out approved
0001:18	R16	drop zone
0001:19	R37	r t
0002		
0003		
0004		
0005		
0005:43	R16	navy alfa tango four five zero contact boston center one three three point four two
0005:53	R16	navy alfa tango four five zero contact boston center one three three point four two
0006:00	VVAT450	one three three four two for alfa tango four five zero

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VVAT450  
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0006:04 R16 roger

End of Transcript

\* 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

L-4

Subject: **INFORMATION:** Transcript;  
Reference NTSB Request 96-140; VVAT450;  
Boston ARTCC; July 18, 1996

From: Boston ARTCC

Date: December 16, 1996

Reply to:  
Attn. of:

To: This transcription covers the Boston ARTCC Bosox Sector radar position for the time period from July 18, 1996, 0006 UTC to July 18, 1996, 0009 UTC.

Agencies Making Transmissions

Navy Alfa Tango Four Five Zero  
Boston ARTCC Bosox Sector, Radar Position

Abbreviations

VVAT450  
R47

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject NTSB request involving VVAT450:

William English  
Quality Assurance Specialist  
Boston ARTCC

0006		
0006:23	VVAT450	boston navy alfa tango four five zero is with you two zero zero
0006:26	R47	navy alfa tango four five zero boston center roger good evening
0006:30	VVAT450	good evening
0007		
0008		
0009		
0009:10	R47	navy alfa tango four five zero contact boston center one two four point eight five

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VVAT450  
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0009:25 R47 navy alfa tango four five zero contact boston center one  
two four point eight five

0009:33 VVAT450 one two four eight five fer navy alfa tango four five zero  
switching

0009:36 R47 roger

End of Transcript

L4-2



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Memorandum

L-5

Subject: INFORMATION: Transcript;  
Reference NTSB Request 96-140; VVAT450;  
Boston ARTCC; July 18, 1996

From: Boston ARTCC

Date: December 16, 1996

Reply to  
Attn. of:

To: This transcription covers the Boston ARTCC Providence Sector radar position for the time period from July 18, 1996, 0009 UTC to July 18, 1996, 0019 UTC.

Agencies Making Transmissions

Navy Alfa Tango Four Five Zero  
Boston ARTCC Providence Sector, Radar Position  
Boston ARTCC Sardi Sector, Radar  
Associate Position

Abbreviations

VVAT450  
R34  
RA32

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject NTSB request involving VVAT450:

William English  
Quality Assurance Specialist  
Boston ARTCC

0009  
0009:50      VVAT450      boston navy alfa tango four five zero is with you two  
zero zero

0009:55      R34      navy alfa tango four five zero boston center roger  
0010  
0011  
0012  
0013  
0014  
0015

L5-1

0015:41 R34 navy alfa tango four fifty report your position from providence

0015:52 VVAT450 ah boston you call alfa tango four five zero's

0015:55 R34 alfa tango four five zero report your position from providence please

0016  
0016:01 VVAT450 and we just passed ah over the top of providence we are ah five six d m e from hampton

0016:10 R34 thank you  
0017  
0018

0018:26 VVAT450 boston navy alfa tango four five zero request

0018:30 R34 navy alfa tango four five zero go ahead

0018:32 VVAT450 ma'am we have whiskey one zero five as being cold is it possible to go direct to point bergh

0018:38 R34 navy alfa tango four fifty i'll pass your request on

0018:45 RA32 sardi erick

0018:46 R34 providence navy alfa tango four fifty wants to go direct bergh he's your control and he is ah no no ah transponder

0018:50 RA32 and you gave him direct to bergh

0018:52 R34 no I said he's your control

0018:55 RA32 oh why thank you

0019

0019:02 R34 navy alfa tango four fifty the next sector has your  
request and you can contact boston center one three  
two point three good day

0019:09 VVAT450 uh we're switching one three two point three good day

End of Transcript



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

# Memorandum

L-6

Subject: **INFORMATION:** Transcript;  
Reference NTSB Request 96-140; WVAT450;  
Boston ARTCC; July 18, 1996

From: Boston ARTCC

Date: December 16, 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, 0035 UTC.

Agencies Making Transmissions

Navy Alfa Tango Four Five Zero  
Boston ARTCC Sardi Sector, Radar Position  
New York ARTCC  
Unknown

Abbreviations

WVAT450  
R32  
ZNY  
UNKN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject NTSB request involving WVAT450:

*Ellen E. Fitzgerald*

Ellen E. Fitzgerald  
Quality Assurance Technician  
Boston ARTCC

0019		
0019:25	WVAT450	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	WVAT450	and maam do you have our request
0019:37	R32	affirmative

L6-1

0019:39 VVAT450 thanks  
0020  
0020:04 R32 \*(okay) navy alfa tango four fifty im 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  
0021  
0021:43 ZNY hampton ah kennedy

0021:50 R32 atlantic sixty seven hampton

0021:59 UNKN two four five two one forty heavy

0022:01 ZNY atlantics 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

LG-2

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

L6-3



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  
0024  
0025  
0026  
0027

0028:00 UNKN (unintelligible)  
0029  
0030  
0031  
0032

0032:58 UNKN (unintelligible)  
0033

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

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

0035  
0035:12 UNKN (unintelligible) \*(two five zero)

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

0035:43 UNKN i think that was him

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VVAT450  
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0035:45 R32 i think so

0035:48 UNKN god bless him

End of Transcript

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

L6-6



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

# Memorandum

L-7

Subject: **INFORMATION**: Transcript;  
Reference Aircraft Accident; TWA800;  
20 NM South of HTO; July 17, 1996

Date: March 14, 1997

From: New York Center

Reply to  
Attn. of:

To: This transcription covers the New York ARTCC oceanic  
sector 66, Radar position, for the time period from July 18,  
1996, 0027 UTC to 0117 UTC.

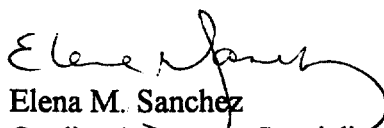
Agencies Making Transmissions

Boston ARTCC, Sardi Sector  
New York ARTCC, Sector 66, Radar Position  
United States Naval Flight No.450  
New York ARTCC, Sector 86, Radar Position  
Military Flight, Stinger Bee 507

Abbreviations

SARDI  
R66  
VVAT450  
R86  
STNGRB507

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

  
Elena M. Sanchez  
Quality Assurance Specialist  
March 14, 1997

0027  
0028  
0029  
0030  
0031  
0031:48      SARDI      manta sardi thirty nine  
  
0031:54      R66      manta

L7-1

ZBW-ARTCC-126

TWA800

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0031:56 SARDI yes the navy alpha tango four fifty is a primary only

0031:59 R66 we have radar contact

0032:00 SARDI yes uh what i was gonna tell you i guess uh i i talked to atlantic earlier he does plan on going v f r at bergh

0032:05 R66 okay thank you

0032:06 SARDI and i did tell him that

0032:07 R66 thank you very much

0032:08 SARDI c v  
0033  
0034  
0035

0035:33 VVAT450 new york this is navy alpha tango four five zero checking with you two zero zero request

0035:39 R66 navy alpha tango four five zero new york center go ahead your request

0035:43 VVAT450 new york this is navy alpha tango four five zero sir we'd like to get an i f r descent down uh and then go v f r operational we understand there has been a uh possible accident on the nineteen d m e from uh from uh hampton on the two three six we'd like to go investigate

L7-2

ZBW-ARTCC-126  
TWA800  
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0036:08 R66 ok navy alpha tango uh four five zero you want to descend now and then go v f r i don't understand your request

0036:13 VVAT450 thats affirmative we would like to get an i f r descent down and then we're going to go v f r operational when uh when we're a thousand below

0036:22 R66 navy alpha tango four five zero maintain present heading descend and maintain seven thousand how low do you want to go

0036:29 VVAT450 we're down to uh seven thousand for navy alpha tango four five zero and thatll be good for now thanks but we're going to need vectors back to uh back to uh navy hampton (unintelligible) hampton

0036:43 R66 where do you need vectors to - - - navy alpha tango four five zero where do you need vectors to

0036:52 VVAT450 thats to hampton if we can get i f r back to hampton then we're going to go v f r operational at seven thousand

0036:58 R66 ok maintain present heading i have traffic behind you at one six thousand if you can get below fifteen i can reverse course for you

0037:06 VVAT450 understand four five zero roger traffic we'll get below fifteen

0037:54 R66 navy alpha tango four fifty im not picking up mode c your transponder is not operating ah what is your altitude

L7-3

ZBW-ARTCC-126

TWA800

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0038:00 VVAT450 navy alpha tango four five zero passing through one thousand five hundred at this time uh sir we are just returning to do a possible (unintelligible) on a reported explosion in the water if you have any information that the coast guard or someone else is investigating that contact then we will not need to do this

0038:18 R66 ok i understand what is your altitude again did you say one thousand

0038:25 VVAT450 no now we are one four one four thousand one fourteen thousand five hundred feet

0038:30 R66 navy alpha tango four fifty thank you turn left heading of one six zero

0038:36 VVAT450 left to uh one six zero for navy alpha tango four five zero

0039  
0039:37 R66 navy alpha tango four five zero your altitude now please - - - navy alpha tango four five zero say altitude

0039:47 VVAT450 navy alpha tango four five zero is passing through one two thousand

0040  
0040:07 R66 uh navy alpha tango four five zero i have the supervisors checking with the coast guard on your request theyre going to check and see if anybody else is investigating

0040:14 VVAT450 okay sir then if thats the case we'll proceed with our original plans to point bergh we'll level at seven thousand and wait your response if the coast guard is uh responding then our assistance wont be necessary

L7-4

ZBW-ARTCC-126

TWA800

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0040:28 R66 okay cleared present position direct bergh uh you want to stop at uh an altitude or continue down to seven

0040:33 VVAT450 well i dont want to lose comm with you sir so uh if i could level at uh nine thousand or something like that that would be good

0040:39 R66 okay if youre not through it maintain ten if you havent passed through it maintain ten

0040:44 VVAT450 okay we're passing through uh one one thousand right now and i'll maintain ten

0040:51 R66 roger

0041  
0041:29 VVAT450 new york do you have a current altimeter setting for navy alpha tango four five zero

0041:32 R66 kennedy altimeter three zero zero seven

0041:33 VVAT450 three zero zero seven

0041:34 R86 six six eight six hand off american seventeen eighty six

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TWA800

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0041:36 R66 oh im sorry uh listen um zero three zero let me give you this thing here i dont think you can take it uh zero three zero he was originally going to bergh but he wants to possibly uh check out an explosion over the water so hes gonna maintain ten and continue out to bergh do you want to work him or just uh i have him going to hampton now but thats what he originally changed his mind to so youll probably have to do a six seven ten

0042:00 R86 so whats he doing

0042:01 R66 well he was originally going to bergh operational i have the original ticket but then he changed his mind okay uh just blo just watch uh block ten and below ten thousand

0042:11 R86 i'll just watch him roger

0042:12 R66 all right thank you

0042:42 R66 navy alpha tango four fifty youre at ten thousand now - - - navy alpha tango four fifty youre at ten thousand

0042:55 VVAT450 thats affirmative for navy alpha tango four five zero ten thousand direct bergh

0042:57 R66 okay thanks - - - what was the d m e from hampton now for tango four fifty

0043:14 VVAT450 current d m e is seven four off hampton

L7-6

ZBW-ARTCC-126

TWA800

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0043:17 R66 uh now we're talking to the coast guard now what was the position that uh you wanted to investigate

0043:22 VVAT450 sir we were talking with boston a t c they had two aircraft report an explosion over the water position was nineteen d m e from hampton on the two three six

0043:37 STNGRB507 yes sir that was nineteen twenty miles from the two thirty six from hampton that was stinger bee five oh seven reported that

0043:48 R66 navy alpha tango four fifty there was an aircraft accident there was an aircraft accident the coast guard would appreciate your help theyre on channel sixteen

0043:57 VVAT450 okay understand channel sixteen and uh sir can i get an i f r vectors back to there right now I cannot feel safe about going v f r in the fog if you could just uh give us a vector safe then i'll go v f r operational one one thousand and below

0044:16 R66 navy alpha tango four fifty turn left turn left heading three three zero

0044:26 VVAT450 left to three three zero for navy alpha tango four five zero and you want us to maintain ten thousand

0044:29 R66 uh maintain ten thousand yes i'll be right with you

0045  
0045:54 R66 navy alpha tango four fifty what is your requested altitude now please

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ZBW-ARTCC-126

TWA800

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0045:58 VVAT450 alpha tango four five zero would like to descend down to one thousand

0046:02 R66 are you going to go due regard or you gonna request uh i f r

0046:05 VVAT450 i am going to go due regard if i can now if you can uh give me an i f r descent then i'll go due regard

0046:14 R66 navy alpha tango four fifty descend uh descend and maintain three thousand let me know if you need any lower i don't know if i'll lose you at that altitude

0046:24 VVAT450 okay we're i f r down to uh three thousand ive got three three zero as the uh heading and if i lose you i'll be due regard and uh if you are in contact with the coast guard im calling them on channel sixteen

0046:35 R66 okay you can proceed direct hampton at this time navy alpha tango four fifty

0046:42 VVAT450 direct to hampton for alpha tang four five zero

0046:55 R66 navy alpha tango four fifty at any time that you can proceed due regard uh consider that report on this frequency

0047:02 VVAT450 alpha tango four five zero we will thanks

0047:49 R66 navy alpha tango four fifty say altitude

L7-8

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TWA800

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0047:52 VVAT450 navy alpha tango four five zeros passing seven thousand

0047:55 R66 okay thank you and your d m e from hampton now uh radar contact is lost

0047:59 VVAT450 okay we're on the sixteen d m e on the three two five

0048:03 R66 okay thank you very much

0049  
0049:36 R66 navy alpha tango four fifty your altitude and d m e from hampton

0049:40 VVAT450 navy alpha tango four five zeros passing five thousand we're on the six zero d m e from hampton on the two three five

0049:48 R66 okay thank you very much - - - islip south manta on the fifteen line

0050  
0050:04 ISP this is islip south

0050:06 R66 yeah i have something important i have a primary target south of your boundary navy descending out of five thousand to go v f uh due

0050:13 ISP south east of where i dont see anybody out there

0050:14 R66 i know i don't either i lost radar contact with him he says hes sixty miles south of hampton can you block five and below for a while for me til he goes operational

L7-9

0050:23	ISP	all right five and below (unintelligible)
0050:25	R66	(unintelligible)
0050:52	VVAT450	new york this is navy alpha tango four five zero on uniform
0050:58	R66	okay go ahead sir i hear you loud and clear - - - navy alpha tango four five zero loud and clear go ahead
0051:04	VVAT450	sir we just checked in with you on uniform roger we're uh passing three thousand we'd like to go v f r operational at this time
0051:11	R66	navy alpha tango four five zero thank you cleared from the frequency good day sir
0051:16	VVAT450	sir if you could uh pass on to the coast guard we'll be calling them on sixteen thanks
0051:21	R66	yes uh they uh they would like to talk to you on channel sixteen
0051:24	VVAT450	navy alpha tango four five zero roger we copy thank you
0052		
0052:19	R66	islip south manta fifteen
0052:22	ISP	islip

ZBW-ARTCC-126

TWA800

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0052:23 R66 uh the block uh the aircraft you were blocking five and below for is operational at this time

0052:28 ISP okay thank you (unintelligible)

0053

0054

0055

0056

0057

0058

0059

0100

0101

0102

0103

0104

0105

0106

0107

0108

0108:57 VVAT450 new york this is alpha tango four five zero

0109

0109:02 R66 alpha tango did i work you before the navy yes alpha tango four five zero go ahead

0109:07 VVAT450 yes sir yeah we're uh we're leaving the scene of the sar we'd like to proceed with our mission back to points bergh think we could direct to bergh

0109:17 R66 what is your position

0109:19 VVAT450 currently we're on the uh two one d m e off the two four five from hampton

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0109:25 R66 hampton two forty five and what was the d m e

0109:29 VVAT450 two one d m e we're at nine thousand five hundred

0109:34 R66 uh your transponder was uh not operating (unintelligible)

0109:42 VVAT450 affirmative its in and out

0109:51 R66 okay standby youre under uh boston centers jurisdiction  
uh will you contact them on one three five point eight  
unless you want to maintain v f r i own uh i own all the  
way i own about fifty miles south of hampton

0110:09 VVAT450 so you want me to switch uh one three five point eight  
sir

0110:12 R66 uh yes if you just want to give them uh let me see if i  
can get them on the land line standby - - - sardi manta  
thirty nine

0110:22 SARDI sardi

0110:23 R66 i dont know if you worked there before remember alpha  
tango four fifty

0110:25 SARDI yep

0110:26 R66 okay he went uh due regard to help uh in any kind of  
search and rescue operation

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0110:59 SARDI all right thanks a lot s u

0111:01 R66 navy alpha tango four five zero are you southwest bound

0111:05 VVAT450 this is navy alpha tango four five zero say again sir

0111:08 R66 are you southwest bound at this time

0111:11 VVAT450 thats affirmative we are southwest bound uh sir we can proceed v f r operational at this time we'll stay v f r operational with due regard

0111:20 R66 okay i have uh boston center released control if you want an i f r i can do that if not your choice

0111:30 VVAT450 uh thats fine sir we're we're gonna stay due regard

0111:33 R66 uh navy alpha tango four fifty thank you uh cleared from the frequency good day

0111:38 VVAT450 good day sir

0111:57 R66 sardi manta thirty nine

0112:00 SARDI sardi

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0110:31 SARDI yep

0110:32 R66 he just came on the frequency uh hes twenty one miles south west of hampton none thousand five hundred wants an i f r back toward bergh uh

0110:42 SARDI twenty five southwest of

0110:43 R66 uh his transponders not working hes v f r at ninety five hundred

0110:47 SARDI okay uh terminate him and ship him to me

0110:49 R66 you want to talk to him

0110:50 SARDI yeah

0110:51 R66 okay alpha tango four

0110:52 SARDI oh i take that back he just wants he wants to go back to bergh right

0110:53 R66 yeah

0110:54 SARDI okay hes your control uh the only traffic we have is the blue ridge five ten

0110:57 R66 okay thank you i'll let you know when hes clear of your airspace

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0112:01 R66 uh that navy decided to go um v f r due regard so hes  
not i f r

0112:05 SARDI okay thanks a lot s u

0112:06 R66 (initials)

0113

0114

0115

0116

0117

END OF TRANSCRIPT

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

# Memorandum

L-8

**Subject:** INFORMATION: Transcript;  
Reference NTSB Request 96-140; VVAT450;  
Boston ARTCC; July 18, 1996

**From:** Boston ARTCC

**Date:** December 16, 1996

Reply to  
Attn. of.

**To:** This transcription covers the Boston ARTCC Cape Sector radar position for the time period from July 18, 1996, 0508 UTC to July 18, 1996, 0524 UTC.

Agencies Making Transmissions

New York ARTCC Atlantic Sector  
Boston ARTCC Cape Sector, Radar Position  
Navy Alfa Tango Four Five Zero

Abbreviations

ZNY  
R18  
VVAT450

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject NTSB request involving VVAT450:

William English  
Quality Assurance Specialist  
Boston ARTCC

0508		
0508:59	ZNY	cape atlantic thirty nine line
0509:02	R18	cape
0509:03	ZNY	did you get tickets on a navy alpha tango four five zero he was goin lacks direct brunswick
0509:10	R18	yup

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0509:11	ZNY	alright uh can you do me a favor and look and see if you see him out there by lacks i'm not painting anything at all he says he's just just past lacks going direct navy brunswick at two zero zero
0509:21	R18	no i don't see anything out there
0509:24	ZNY	alright well uh block two zero zero non radar for him okay
0509:28	R18	that's fine
0509:29	ZNY	alright
0509:30	R18	i'll call you if i see him
0509:31	ZNY	alright thanks
0510		
0511		
0512		
0513		
0514		
0515		
0515:27	ZNY	cape atlantic thirty nine
0515:30	R18	yuh
0515:32	ZNY	okay this navy alfa tango four five zero
0515:34	R18	yuh

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0515:35 ZNY i got a lat long from him but he says his his v o r  
equipment is not functioning

0515:41 R18 alright

0515:42 ZNY he says he's receiving nantucket but he's not getting d  
m e but he doesn't think it's accurate he's not receiving  
anything else his current latitude and longitude is four  
zero three one north six eight zero eight west now i'm  
not getting anything at two zero zero

0515:57 R18 no i'm not seeing a thing out there either forty he's sixty  
eight west

0516:03 ZNY yeah

0516:04 R18 uh four two two north

0516:06 ZNY no no four zero three one north

0516:08 R18 oh four zero three one i'll just try and look it up

0516:10 ZNY i mean that's like that's on whiskey five oh six right there  
at the edge there somewhere uh let' see

0516:17 R18 i'm not seein him just go ahead and ship him on me

0516:19 ZNY yeah i'm gonna put him on your frequency okay

0516:21 R18 alrighty

0516:22	ZNY	alright z r
0516:54	VVAT450	boston navy alfa tango four five zero is with you flight level two zero zero
0516:59	R18	navy alfa tango four five zero boston center roger you going direct to uh brunswick
0517:04	VVAT450	that's affirmative direct to navy brunswick
0517:06	R18	and what's your current lat long
0517:09	VVAT450	lat uh lat long is four zero four one north zero six eight one one west
0517:19	R18	okay i copy forty forty one north and sixty what was the ah west
0517:25	VVAT450	zero six eight one two west
0517:28	R18	roger
0518		
0519		
0520		
0521		
0522		
0522:55	VVAT450	boston alfa tango four five zero
0523		
0523:04	R18	go ahead
0523:07	R18	navy alfa tango four five zero go ahead

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VVAT450  
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0523:09 VVAT450 boston alfa tango four five zero we're gettin a a hit off a  
boston navaid we're one hundred thirty five d m e on the  
one two two radial

0523:23 R18 alright sir you are now cleared direct to brunswick  
maintain flight level two zero zero

0523:38 R18 navy alfa tango four five zero change to my frequency  
one two eight point two

0523:43 VVAT450 one twenty eight dot two for alfa tango four five zero  
0524

End of Transcript

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

# Memorandum

L-9

Subject: INFORMATION: Transcript;  
Reference NTSB Request 96-140; WVAT450;  
Boston ARTCC; July 18, 1996

From: Boston ARTCC

Date: December 16, 1996

Reply to  
Attn of.

To: This transcription covers the Boston ARTCC Parso Sector radar position for the time period from July 18, 1996, 0523 UTC to July 18, 1996, 0554 UTC.

Agencies Making Transmissions

Navy Alfa Tango Four Five Zero  
Boston ARTCC Parso Sector, Radar Position  
Brunswick NAS Approach Control

Abbreviations

WVAT450  
R16  
NHZ A/C

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject NTSB request involving WVAT450:

William English  
Quality Assurance Specialist  
Boston ARTCC

0523

0524

0524:12      WVAT450      boston alfa tango four five zero checkin in at flight level  
two zero zero

0524:16      R16      navy alfa tango four five zero roger

0525

0526

0527

0528

0529

0530

0531

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0532

0533

0534

0535

0535:35 R16 navy alfa tango four five zero you're radar contact uh one hundred and two miles southeast of boston at flight level uh two zero zero i'm not getting your mode c it's a primary target only

0535:48 VVAT450 alfa tango four five zero roger

0536

0537

0538

0539

0540

0540:20 R16 navy alfa tango four five zero descend at pilot's discretion maintain four thousand the altimeter at brunswick three zero zero zero

0540:28 VVAT450 three zero zero seven and we're leavin flight level two zero zero for four thousand

0540:35 R16 navy alfa tango four five zero brunswick altimeter three zero zero zero

0540:40 VVAT450 three zero zero zero

0541

0542

0543

0544

0545

0546

0547

0548

0548:20 R16 brunswick seventeen line

0548:26	NHZ A/C	brunswick
0548:27	R16	inbound is navy alfa tango four five zero
0548:31	NHZ A/C	okay
0548:32	R16	it's a p three out of ah i don't know he'll be brunswick in about uh ten minutes coming up from the south descending to four thousand he has uh no transponder
0548:44	NHZ A/C	no transponder he's about seven hundred feet right now
0548:46	R16	ah no i don't know who that is
0548:49	NHZ A/C	*(oh that's over by) (unintelligible) *(i think)
0548:51	R16	yeah this guy's coming in almost like over baili
0548:53	NHZ A/C	okay
0548:54	R16	alright i'll call you when he gets on the boundary
0548:56	NHZ A/C	okay thanks d a
0549		
0550		
0551		
0552		
0553		
0553:47	R16	navy alfa tango four five zero say altitude leaving

0553:53	VVAT450	alfa tango four five zero leaving five thousand two hundred for four thousand
0553:57	R16	roger
0554		
0554:01	R16	brunswick (unintelligible)
0554:04	NHZ A/C	brunswick go ahead
0554:05	R16	the navy alfa tango four five zero is uh just crossing the boundary there to the south right on the i l s he's out of fifty two hundred for four thousand
0554:13	NHZ A/C	radar contact
0554:14	R16	a j
0554:15	NHZ A/C	d a
0554:16	R16	navy alfa tango four five zero contact brunswick approach one one eight point one five
0554:22	VVAT450	alfa tango four five zero switching brunswick one one eight one five good morning

End of Transcript

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