

NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety
Washington, D.C. 20594

December 12, 1995

**AIR TRAFFIC CONTROL GROUP CHAIRMAN'S
ADDENDUM TO FACTUAL REPORT**

A. ACCIDENT

Location: Carrollton, Georgia

Date: August 21, 1995

Time: 1253 Eastern Daylight Time (1653 UTC¹)

Aircraft: Atlantic Southeast (ASE) 7529, Embraer EMB-120, N256AS

NTSB No: DCA-95-MA-054

B. AIR TRAFFIC CONTROL GROUP

None required for this report.

C. SUMMARY

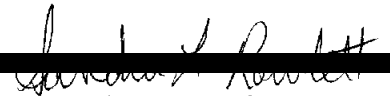
On August 21, 1995, at about 1253 eastern daylight time, an Embraer EMB-120RT, N256AS, airplane operated by Atlantic Southeast Airlines (ASA) crashed after departing the Atlanta Hartsfield International Airport (ATL), Atlanta, Georgia. The flight was a scheduled passenger flight carrying 26 passengers and a crew of three operating under the provisions of Title 14 Code of Federal Regulations (CFR) Part 135. The flight was operating in accordance with instrument flight rules (IFR). While climbing through 18,000 feet, the flightcrew declared an emergency and initially attempted to return to Atlanta. The pilots advised they were unable to maintain altitude and were vectored toward the Carrollton/West Georgia Regional Airport (CTJ), Carrollton, Georgia for an emergency landing. The airplane was destroyed by impact forces and post-crash fire. The captain and seven passengers received fatal injuries.

¹All times will be expressed in local time based on the 24-hour clock with the exception of "History of Flight" which is expressed in Coordinated Universal Time (UTC) or unless otherwise noted.

D. ADDENDUM

Added to the factual report are:

1. Copies of the air traffic control transcript provided by the Federal Aviation Administration.
2. Personnel statements of Donald Mark Thompson, Natalie Davis, Richard Hastings, John Moss, Scott Kirby, Joseph Shuler, and Tuan Le.



Sandra L. Rowlett
Transportation Safety Specialist
(ATC)



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

Memorandum

Subject: INFORMATION: Transcription concerning
the accident involving ASE529, E-120
on August 21, 1995 at 1652 UTC.

Date: AUG 21 1995

From: Atlanta ATCT

Reply to
Attn. of:

To: This transcription covers the Atlanta ATCT Satellite Radar-X
Handoff position for the time period from August 21, 1995, 1645 UTC
to August 21, 1995, 1655 UTC .

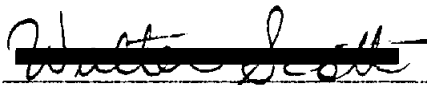
Agencies Making Transmissions

Atlanta Approach Satellite X-Handoff
Atlanta Center West Departure

Abbreviations

SATX H/O
West Dept

I HEREBY CERTIFY that the following is a true transcription of the
recorded conversations pertaining to the subject aircraft accident
involving ASE529:



Walter Scott
Quality Assurance Programs Specialist
August 21, 1995

1645

1646

1647

1648

1649

1650

1650:19 SATX H/O West departure thirty five

1650:22 West Dept West here he comes the ASE he's trying to
find Carrollton. We gave him about ten
left now.

1650:26 SATX H/O Ase five twenty nine put him on a uh one
ah

ATL-ATCT-087

Page 2 of 2

1650:29 West Dept He's your control for turns he coming
over to you

1650:31 SATX H/O Put him on nineteen eight

1650:33 West Dept OK we we ah they told me one twenty one
zero so if he comes back i'll put him
that

1650:37 SATX H/O OK

1650:38 West Dept N T

1650:38 SATX H/O L T
1651
1652
1653
1654
1655

End of Transcript



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

Memorandum

Atlanta ARTC Center
299 Woolsey Road
Hampton, Georgia 30228

Subject: INFORMATION: Transcription concerning the
Accident Involving ASE529, E120,
August 21, 1995 at 1652 UTC

Date: August 23, 1995

From: Atlanta ARTCC

Reply to
Attn. of:

To: This transcription covers the Atlanta ARTCC Sector 04 Radar position for the
time period from August 21, 1995, 1631 UTC to August 21, 1995, 1656 UTC.

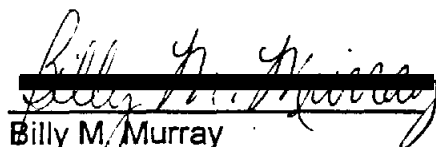
Agencies Making Transmissions

Delta Air Lines, Inc., DAL2015
Atlanta ARTCC Sector 04 (Radar)
Delta Air Lines, Inc., DAL1727
Delta Air Lines, Inc., DAL883
Delta Air Lines, Inc., DAL941
Atlantic Southeast Airlines, Inc., ASE193
Atlanta ARTCC Sector 12 (Radar)
American Airlines, Inc., AAL1827
Delta Air Lines, Inc., DAL376
AMR American Eagle, Inc., EGF415
Atlantic Southeast Airlines, Inc. ASE529
U. S. Air Force CUDDY 98
Cessna Golden Eagle 421, N87561
Delta Air Lines, Inc. DAL1559
Delta Air Lines, Inc., DAL1033
Delta Air Lines, Inc., DAL463
U. S. Air Force CUDDY 99
Atlanta Approach Control
Atlanta ARTCC Sector 01 (Radar)
Unknown
Delta Air Lines, Inc., DAL705
Delta Air Lines, Inc., DAL2057
Delta Air Lines, Inc., DAL1169
Delta Air Lines, Inc. DAL269
Beech Baron 58, N6738L
U. S. Air Force CUDDY 12
Atlantic Southeast Airlines, Inc. ASE226

Abbreviation

DAL2015
R04
DAL1727
DAL883
DAL941
ASE193
R12
AAL1827
DAL376
EGF415
ASE529
CUDDY98
N87561
DAL1559
DAL1033
DAL463
CUDDY99
ATL A/C
R01
UNK
DAL705
DAL2057
DAL1169
DAL269
N6738L
CUDDY12
ASE226

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving ASE529.


~~Billy M. Murray~~
Billy M. Murray
Quality Assurance Specialist
August 23, 1995

1631		
1631:05	DAL2015	Atlanta delta twenty fifteen twelve three for fourteen
1631:07	R04	Delta twenty fifteen atlanta center roger climb and maintain flight level two three zero fly heading two six five vector for your climb
1631:15	DAL2015	Up to two three oh two six five on the heading delta twenty fifteen
1631:28	R04	Delta seventeen twenty seven need about ten degrees right for vulcan sir
1631:32	DAL1727	Ten right for vulcan delta seventeen twenty seven
1631:36	R04	Delta eight eighty three cross two five miles east of birmingham at one one thousand birmingham altimeter three zero zero four
1631:42	DAL883	Ok two five east of uh birmingham one one thousand thirty oh four delta eight eighty three

1631:55	R04	Delta nine forty one contact atlanta center one two eight point seven two good day
1631:59	DAL941	Yes sir good day
1632 1632:15	R04	Delta seventeen twenty seven contact atlanta center one two eight point seven two good day
1632:19	DAL1727	Twenty eight seven two delta seventeen twenty seven good day
1632:24	ASE193	And uh asea one ninety three's still on assigned heading how about direct rocket
1632:28	R04	Asea one ninety three cleared direct gadsden as filed make your request for direct rocket ah on frequency one two seven point three good day
1632:35	ASE193	Direct gadsden as filed we'll do the other side for request and twenty uh thirty four ninety five er uh twenty seven three asea ah one ninety three
1632:43	R04	Yes sir
1632:56	R04	Delta eight eighty three start your descent now for traffic please
1633:00	DAL883	Delta eight eighty three is out of one eight oh

1633:12	R04	Yes -- west
1633:14	R12	Ah birmingham asea one ninety three turning direct rocket
1633:16	R04	Approved
1633:17	R12	F B
1633:37	R04	Delta twenty fifteen resume own nav correction delta twenty fifteen fly heading two seven zero and i'll have one course for you in about twenty more miles
1633:44	DAL2015	Ok two seven zero twenty fifteen
1633:51	AAL1827	Atlanta american eighteen twenty seven's out of one three thousand for one four thousand
1633:56	R04	American eighteen twenty seven atlanta center roger cleared direct morro intersection direct meridian direct jackson rest of route unchanged climb and maintain flight level two three zero
1634:08	AAL1827	Got two three zero direct morro direct meridian direct jackson and say after that for american eighteen twenty seven
1634:14	R04	Yes sir american eighteen twenty seven is direct morro intersection direct meridian direct jackson maintain flight level two three zero

1634:21	AAL1827	Yeah i guess i did get it all then american eighteen twenty three wilco
1634:26	DAL376	Hello atlanta delta three seven six checking on out of thirteen for one four thousand
1634:30	R04	Delta three seventy six atlanta center roger fly heading two six zero vector for your climb climb and maintain flight level two three zero
1634:37	DAL376	Two six oh on the heading up to two three oh for delta three seven six
1634:46	EGF415	Atlanta four fifteen like to stop at flight level one eight zero
1634:49	R04	Say again
1634:51	EGF415	Eagle flight four fifteen like to stop at one eight oh
1634:54	R04	Eagle flight four fifteen amend your altitude maintain flight level one eight zero as a final
1634:58	EGF415	One eight zero eagle four fifteen
1635 1635:09	R04	Delta eight eighty three contact birmingham approach one two three point eight good day

1635:12	DAL883	Twenty three eight delta eight eighty three
1636:00	R04	Delta twenty fifteen fly heading two eight five till receiving holly springs proceed direct holly springs holli seven arrival
1636:06	DAL2015	Two eighty five for holly springs arrival delta twenty fifteen
1636:10	R04	Delta twenty fifteen contact atlanta center one two eight point seven two good day
1636:14	DAL2015	Twenty fifteen good day
1636:25	ASE529	Center asea five twenty nine's out of thirteen for fourteen
1636:29	R04	Asea five twenty nine atlanta center roger i'll have higher altitude for you in just a moment
1636:32	ASE529	Asea five twenty nine
1636:43	R04	Delta three seventy six turn ten degrees left join J two thirty nine resume normal nav
1636:48	DAL376	Ten left and join for delta three seven six
1637 1637:01	CUDDY98	Atlanta center cuddy nine nine with you passing thirteen for fourteen

1637:05	R04	Cuddy nine eight say again
1637:06	CUDDY98	Yes sir thirteen for fourteen cuddy nine eight
1637:10	R04	Cuddy nine eight atlanta center roger climb and maintain one six thousand
1637:13	CUDDY98	Ok up to one six thousand i'm looking for direct vulcan when able
1637:18	R04	Cuddy niner eight resume own navigation direct vulcan as filed
1637:21	CUDDY98	Nine eight
1637:24	R04	American eighteen twenty seven contact atlanta center one two eight point seven two good day
1637:29	AAL1827	Twenty eight seventy two american eighteen twenty seven
1637:32	R04	Asea five twenty nine climb and maintain one five thousand
1637:35	ASE529	One five thousand asea five twenty nine
1637:42	R04	Eagle flight four fifteen contact atlanta center one two seven point three so long

1637:45	EGF415	Twenty seven three eagle four fifteen
1638 1638:19	R04	Delta three seventy six do not exceed two eight zero knots in your climb for spacing
1638:32	R04	Delta three seventy six do not exceed two eight zero knots in your climb for spacing
1638:37	DAL376	Two eighty on the knots delta three seven six
1638:50	N87561	Atlanta golden eagle eight seven five six one at one six thousand
1638:55	R04	Golden eagle eight seven five six one atlanta center roger anniston altimeter three zero zero four
1639:00	N87561	Thirty oh four
1639:12	R04	Delta three seventy six amend your altitude maintain flight level two zero zero
1639:16	DAL376	Ok stop at two zero zero uh we're of nineteen five for delta three seven six
1639:24	R04	Asea five twenty nine climb and maintain flight level one niner zero
1639:27	ASE529	One niner zero asea five twenty nine

1639:33	DAL376	Still need two hundred and eighty knots for delta two seventy six
1639:36	R04	Yes sir got ah american jet in front of you that's pulled back on the uh speed because of a cloud deck and i wasn't aware of that he's picking it up now i'll have uh higher and on course for you in just a minute
1639:46	DAL376	Three seventy six
1640 1640:01	DAL1559	Atlanta center delta fifteen fifty nine is thirteen seven for fourteen
1640:05	R04	Delta fifteen fifty nine atlanta center roger fly heading two six zero vector for your climb climb and maintain flight level two three zero
1640:12	DAL1559	Ok two sixty on the heading and two three zero on the altitude delta fifteen fifty nine
1640:25	R04	Delta three seventy six you at two hundred and eighty knots now sir
1640:29	DAL376	That's affirmative
1640:30	R04	Delta three seventy six roger climb and maintain flight level two three zero
1640:33	DAL376	Ok up to two three oh two hundred and eight knots delta three seven six

1640:38	R04	Delta three seventy six contact atlanta center one two eight point seven two good day
1640:42	DAL376	Twenty eight seventy two good day
1641 1641:10	R04	Delta fifteen fifty nine fly heading two seven zero
1641:13	DAL1559	Heading two seven zero delta fifteen fifty nine
1641:20	DAL1033	Uh center delta's ten thirty three's out of twelve five for one four thousand
1641:23	R04	Delta ten thirty three atlanta center roger say heading
1641:27	DAL1033	Yeah we're ah assigned two five zero now
1641:30	R04	Delta ten thirty three roger turn left heading two four zero climb and maintain flight level two three zero
1641:35	DAL1033	Two forty on the heading up to two three zero delta ten - ah thirty three
1641:57	R04	Asea five twenty nine climb and maintain flight level two zero zero
1642:01	ASE529	Two zero zero asea five twenty nine

1642:40	R04	Asea five twenty nine climb and maintain flight level two four zero
1642:43	ASE529	Two four zero asea five twenty nine
1642:55	DAL463	Atlanta center delta four sixty three out of one two thousand for one four thousand
1642:59	R04	Delta four sixty three atlanta center roger cleared direct morro intersection as filed climb and maintain flight level two three zero
1643:06	DAL463	Ok we'll go direct morro as filed up to two three zero delta four sixty three
1643:13	R04	Delta fifteen fifty nine contact atlanta center one two eight point seven two good day
1643:17	DAL1559	Two eight seven two delta fifteen fifty nine
1643:24	R04	November eight seven five six one turn ten degrees right vector behind traffic
1643:29	N87561	Ten to the right five six one
1643:43	CUDDY99	Atlanta cuddy nine nine out of thirteen for fourteen
1643:45	R04	Cuddy niner niner is that you calling

1643:48	CUDDY99	Yes sir sorry out of thirteen for fourteen
1643:50	R04	Cuddy niner niner roger resume own navigation direct vulcan climb and maintain one six thousand
1643:56	CUDDY99	(Unintelligible) sixteen flight plan route nine nine
1644 1644:01	R04	And cuddy niner niner amend your altitude maintain one five thousand
1644:05	CUDDY99	Ok one five thousand nine nine
1644:08	R04	Delta ten thirty three resume own navigation direct morro as filed
1644:13	DAL1033	Ok uh direct uh morro delta's ten thirty three
1644:25	ASE529	Atlanta center asea five twenty nine declaring an emergency we've had an engine failure we're out of fourteen two at this time
1644:30	R04	Asea five twenty nine roger left turn direct atlanta
1644:34	ASE529	Left turn direct atlanta asea five twenty nine
1644:39	R04	West two thirty — west two thirty

1644:43	ATL A/C	West
1644:44	R04	Got asea five twenty nine out here uh five west of the west one gate got uh engine failure is declaring an emergency he's in a left turn direct to the airport what can you approve him descending to
1644:53	ATL A/C	Two zero three one code
1644:55	R04	Uh -- yeah that's him
1644:57	ATL A/C	Alright uh he's point out approved with me you can go straight on into the uh (unintelligible) guy
1645:01	R04	I'll point out to the arrival
1645:02	ATL A/C	Alright
1645:03	R04	D T
1645:09	R04	Asea five twenty nine say altitude descending to
1645:12	ASE529	We're out of eleven six at this time asea five twenty nine
1645:24	R01	Stand by override rome

1645:25	R04	Rome this is west point out there at west one gate is asea five twenty nine's an emergency an engine failure 's in a left turn out of eleven six descending direct to the airport
1645:33	R01	Point out approved
1645:34	R04	D T
1645:35	UNK	Yo
1645:43	DAL705	Delta seven oh five climbing to fourteen
1645:46	R04	Delta seven oh five atlanta center roger climb and maintain flight level two three zero
1645:50	DAL705	Up two three oh seven oh five
1645:55	R04	Asea five twenty nine say altitude leaving
1646:00	ASE529	Asea five twenty nine's out of ten point three at this time
1646:03	R04	Asea five twenty nine roger can you level off or do you need to keep descending
1646:12	ASE529	Ok we uh we're going to need to keep descending we need an airport quick and uh roll the trucks and everything for us

1646:19	R04	Asea five twenty nine west georgia the regional airport is at your ten o'clock position and about ten miles
1646:26	ASE529	Understand ten o'clock and ten miles asea five twenty nine
1646:29	R04	That's correct
1646:38	R04	Delta ten thirty three atlanta center one two eight point seven two
1646:41	DAL1033	Twenty eight seventy-two atlanta delta's ten thirty three so long
1646:45	R04	Delta four sixty three atlanta center one two eight point seven two
1646:48	DAL463	Twenty eight seventy two delta four sixty three
1646:54	R04	Asea five twenty nine say heading
1646:58	ASE529	Turning to about three ten right now
1647:01	R04	Asea five twenty nine roger you need to be on about a zero three zero heading for west georgia regional sir
1647:06	ASE529	Roger we'll try to turn right we're having uh difficulty controlling right now

1647:10	R04	Roger
1647:18	R04	And asea five twenty nine when you can it's zero four zero
1647:22	ASE529	Zero four zero asea five twenty nine
1647:25	UNK	Ah whomever's working asea five twenty nine give me a call on ah
1647:29	UNK	Normal nav five six one
1647:34	R04	Cuddy nine eight atlanta center two six one point five
1647:36	CUDDY98	Two sixty one five see ya
1647:39	R04	November eight seven five six one atlanta center one two seven point three
1647:42	N87561	Twenty seven three good day
1647:44	UNK	Three
1647:54	R04	Asea five twenty nine uh say your altitude now sir
1647:58	ASE529	Out of seven thousand asea five twenty nine

1648:01	R04	Asea five twenty nine i missed that i'm sorry
1648:05	ASE529	We're out of six point nine right now asea five twenty nine
1648:08	R04	Asea five twenty nine roger west georgia regional heading zero seven zero
1648:12	ASE529	Zero seven zero asea five twenty nine
1648:32	R04	Asea five twenty nine west georgia regional is your closest airport the other one's ah anniston and that's about thirty miles to your west sir
1648:43	ASE529	What kind of runways is west georgia regional got
1648:51	DAL2057	Atlanta delta twenty fifty seven's with you level at one four thousand
1648:56	R04	West georgia regional is uh five say one six and three four and it's five thousand feet
1649:07	R04	And it is asphalt sir
1649:12	DAL1169	Atlanta center delta eleven sixty nine with you out of thirteen four for one four thousand

1649:19	R04	Delta eleven sixty nine atlanta center roger turn left heading two four zero climb and maintain flight level two three zero
1649:25	DAL1169	Two four zero heading up to two three zero on the altitude delta eleven sixty nine
1649:30	DAL2057	Atlanta delta twenty fifty seven's with you at one four thousand
1649:34	R04	Delta twenty fifty seven atlanta center roger fly heading two seven zero climb and maintain flight level two three zero
1649:39	DAL2057	Heading two seven zero and up to two three zero delta eleven fifty seven uh twenty fifty seven
1649:47	R04	Asea five twenty nine i've lost your transponder say altitude
1649:50	ASE529	We're out of four point five at this time
1649:52	R04	Asea five twenty nine i've got you now the airport's at your let's see say your heading now sir
1649:58	ASE529	Right now we're heading ah zero eight zero
1650:00	R04	Roger you need about ten degrees left should be twelve o'clock and about eight miles

1650:04	ASE529	Ten left twelve and eight miles and ah do we got a I L S to this runway
1650:08	R04	Ah i'll tell you what let me put you on approach he works that airport and he will be able to give you more information contact atlanta approach one two one point zero sir
1650:16	ASE529	One more time on the freq
1650:18	UNK	Yeah the frequency
1650:20	R04	Atlanta approach one two one point zero
1650:23	ASE529	Twenty one zero see ya
1650:24	UNK	Good luck guys
1650:25	ASE529	Appreciate it
1650:27	R04	Delta seven oh five fly heading two eight zero
1650:29	DAL705	Two eight oh
1650:33	R04	Cuddy niner niner you have traffic twelve o'clock eight miles north bound at one six thousand
1650:38	CUDDY99	Nine nine looking

1650:45	R04	Delta seven oh five cleared direct one ra correction delta seven oh five cleared direct gadsden as correction direct gadsden direct razorback as filed
1650:56	DAL705	Ok direct gadsden direct razorback
1651 1651:01	DAL269	Atlanta delta two sixty nine heavy is with you out of one two thousand climbing to one four thousand assigned heading two eight zero good afternoon
1651:08	R04	Delta two sixty nine atlanta center roger cleared direct vulcan climb and maintain flight level two three zero
1651:14	DAL269	Delta two sixty nine heavy direct to vulcan two three zero
1651:47	R04	Delta seven oh five contact atlanta center one two eight point seven two
1651:52	DAL705	Twenty eight seventy two
1651:54	R04	Cuddy niner niner contact atlanta center two six one point five good day
1651:58	CUDDY99	Sixty one five good day
1652		

1652:13	R04	Delta eleven sixty nine resume own navigation direct memphis as filed
1652:17	DAL1169	Direct memphis now delta eleven sixty nine
1653 1653:01	R04	Delta twenty fifty seven fly heading two eight five until receiving memphis proceed direct
1653:06	DAL2057	Heading two eight five until memphis ah direct delta delta twenty fifty seven
1653:12	R04	Delta twenty fifty seven contact atlanta center one two eight correction one two eight point seven two good day
1653:18	DAL2057	Twenty eight seventy two so long
1653:22	R04	Delta eleven sixty nine atlanta center one two eight point seven two good day
1653:27	DAL1169	Twenty eight seven two good day
1653:29	N6738L	Atlanta center baron six seven three eight lima one nine zero
1653:33	R04	Baron six seven three eight lima atlanta center roger
1654		

1654:25	CUDDY12	Cuddy one two's up with you passing thirteen thousand for uh one four thousand
1654:30	R04	Cuddy one two atlanta center roger fly heading two four zero vector for your climb climb and maintain one seven thousand
1654:36	CUDDY12	Two four zero passing uh thirteen thousand five for one seven thousand
1655 1655:14	R04	Delta two sixty nine contact atlanta center one two eight point seven two good day
1655:20	DAL269	Delta two sixty nine two eight seven two we'll see you now
1655:38	ASE226	Atlanta center asea two twenty six is passing thirteen three for fourteen heading two five zero
1655:44	R04	Asea two twenty six atlanta center roger climb and maintain fly level two zero zero resume own navigation direct brookwood direct meridian
1655:52	ASE226	Ok sir up to two zero zero direct brookwood direct meridian asea uh two twenty six
1656		

END OF TRANSCRIPT



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

Memorandum

Atlanta ARTC Center
299 Woolsey Road
Hampton, Georgia 30228

Subject: INFORMATION: Transcription concerning the
Accident Involving ASE529, E120,
August 21, 1995 at 1652 UTC

From: Atlanta ARTCC


Date: August 22, 1995

Reply to
Attn. of:

To: This transcription covers the Atlanta ARTCC Sector 04 Manual position for the
time period from August 21, 1995, 1631 UTC to August 21, 1995, 1704 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviation</u>
Atlanta ARTCC Sector 05 (Manual)	D05
Atlanta ARTCC Sector 04 (Manual)	D04
Atlanta ARTCC Sector 03 (Manual)	D03
Atlanta ARTCC Sector 14 (Manual)	D14
Atlanta ATCT	ATL ATCT
Atlanta ARTCC Sector 12 (Manual)	D12
Atlanta ARTCC Sector 01(Radar)	R01
Unknown	UNK

I hereby certify that the following is a true transcription of the recorded
conversations pertaining to the subject aircraft accident involving ASE529.



Paula C. Bordignon
Quality Assurance Specialist
August 22, 1995

1631
1632
1633
1634
1634:55 D05 Dalas rome dalas

1634:55	D04	West pointout southeast of caran delta twenty fifteen at forty out would like to go direct holly springs your approval
1635:00	D05	Direct where
1635:01	D04	Holly springs
1635:02	D05	Dalas alright just over gadsden is all
1635:04	D04	Say again
1635:05	D05	Uh i've got a holding pattern right now can't do it
1635:08	D04	Forty out
1635:09	D05	Oh yeah (unintelligible) uh
1635:10	D04	Alright N T
1636 1636:30	D03	Gadsden override
1636:31	D04	West pointout west of atlanta asea five twenty nine flight level two four zero montgomery p d r
1636:36	D03	Let me move a data block - it is pointout approved

1636:40	D04	N T
1636:41	D03	G W
1637		
1638		
1639		
1640		
1640:39	D03	Gadsden
1640:40	D04	West delta three seventy six not to exceed two eight zero knots
1640:43	D03	G W
1640:43	D04	N T
1641		
1641:15	D04	West
1641:16	D14	Maxwell pointout west of sylacauga four miles northbound eagle flight five ninety four flight level one eight zero
1641:21	D04	Eagle flight five ninety four point out approved
1641:23	D14	N C
1641:23	D04	N T

1642 1642:35	D03	Gadsden
1642:36	D04	West delta fifteen fifty nine heading two seven zero
1642:39	D03	G W
1642:39	D04	N T
1643 1644 1644:46	D09	Override at tiroe
1644:47	D04	West pointout northwest of lagrange asea five twenty nine turning left going back to atlanta it's an emergency
1644:53	D09	Ok is he gonna go direct to the airport
1644:54	D04	Affirmative
1644:55	D09	Ok asea five twenty nine pointout approved
1644:57	N T	
1645 1645:14	D04	Arrival two twenty five line west departure
1645:19	ATL ATCT	Which sector do you need

1645:20	D04	I need the arrival on the south side i don't know how to get in contact with them i've got an emergency asea five twenty nine coming in north of lagrange
1645:27	ATL ATCT	Standby one second
1645:27	D04	He's out of eleven
1645:28	ATL ATCT	Standby one second
1645:29	D04	Alright thanks
1645:35	ATL ATCT	Go ahead twenty five
1645:37	D04	Ok asea five twenty nine northwest of lagrange he's out of eleven we're we're not sure what altitude he's descending to just now he's uh turning direct atlanta he's got an engine failure
1645:46	ATL ATCT	Alright at eleven thousand
1645:48	D04	At eleven
1645:49	ATL ATCT	Is that what you said
1645:51	D04	No i said i don't - not sure hold on just a second

1645:53	ATL ATCT	Ok asea five twenty nine direct atlanta approved
1645:55	D04	He's out of eleven so can you can you call radar on him or you see him out there
1645:59	ATL ATCT	No i don't see him yet
1646:00	ATL ATCT	I see him
1646:02	ATL ATCT	I got him
1646:02	D04	You got radar on him
1646:03	ATL ATCT	Yea ok
1646:04	D04	Ok descending
1646:06	ATL ATCT	To what -- what altitude
1646:07	D04	Just a second we're trying to find out he's out of ten five now he can't maintain an altitude
1646:12	ATL ATCT	Alright thank you
1646:13	D04	N T
1646:14	D04	Hey what alt what frequency you want him on

1646:18	ATL ATCT	You can give him direct C one two seven point niner
1646:20	D04	One twenty seven nine ok
1646:21	ATL ATCT	Thanks (unintelligible)
1646:22	D04	N T
1646:22	D04	Satellite thirty five line west
1646:30	ATL ATCT	Atlanta
1646:32	D04	I've got asea five twenty nine um
1646:34	ATL ATCT	(Unintelligible)
1646:34	D04	(Unintelligible) he may be goin he may be going to carrollton now we're not sure where he's going
1646:37	ATL ATCT	Oh really ok
1646:38	D04	But um
1646:38	ATL ATCT	Alright
1646:39	D04	If you could just continue to block for him there

1646:41	ATL ATCT	Alright we'll do it
1646:42	D04	(Unintelligible) N T
1647 1647:05	D04	West override
1647:06	D12	West birmingham uh request control for descent on cuddy nine eight
1647:11	D04	Cuddy nine eight is your control for descent
1647:12	D12	If you haven't switched him yet go ahead and start him down to fifteen thousand
1647:15	D04	Well we've got an emergency over here i'll let you do it it may be a minute N T
1647:17	D12	Ok that's fine ok
1647:29	ATL ATCT	Thirty five line
1647:29	D04	(Unintelligible) west we think he's gonna try to go to carrollton now west georgia regional so i'm not gonna put him on your frequency
1647:34	ATL ATCT	Direct carrollton ok uh if so give him frequency um one two one point zero
1647:40	D04	One two one point zero

1647:42	ATL ATCT	Yeah
1647:43	D04	Alright do they have radar on him
1647:43	ATL ATCT	Radar
1647:44	D04	Alright N T
1648		
1648:19	R01	Override
1648:22	D04	West did anybody point out the asea to you
1648:23	R01	Yeah
1648:24	D04	Alright thanks
1648:48	D04	West override
1648:49	R01	Do you have an altitude on him natalie
1648:51	D04	Sixty nine that's the last one we got he's tryin to hold it up or something
1648:54	R01	He is he is
1648:55	D04	We're trying to get him into carrollton

1648:57	R01	Ok
1648:57	D04	Yeah he's probably going to continue going down
1648:59	R01	Ok
1648:59	D04	Alright N T
1649 1650 1650:21	D04	West here comes the asea he's trying to find carrollton we gave him about ten left now
1650:25	ATL ATCT	Asea five twenty nine put him on uh one uh
1650:29	D04	He's your control for turns he coming over to you
1650:31	ATL ATCT	Put him on nineteen eight
1650:32	D04	Ok we we they told me one twenty one zero
1650:34	ATL ATCT	Ok
1650:35	D04	If he comes back i'll put him on that
1650:36	ATL ATCT	Ok

1650:37	D04	N T
1651 1652 1652:41	D05	Another dalas
1652:42	D04	West pointout delta twenty fifty seven turning direct memphis
1652:46	D05	Twenty fifty seven pointout approved
1652:47	D04	N T
1653 1653:11	D12	Override at birmingham
1653:12	D04	West did cuddy niner niner come over
1653:15	D12	Affirmative
1653:15	D04	Thank you
1653:16	D12	(Unintelligible)
1653:47	D04	Northwest side five thirty five line west
1653:53		Say again

1653:54		This is west departure can you give me a down time on that asea
1653:57	ATL ATCT	Uh uh we lost radar with him and uh he never called the airport in sight we lost frequency with him we're not sure uh
1654:02	D04	Ok
1654:02	ATL ATCT	What's goin on we'll give you a down time when we can
1654:06	D04	Alright thank you
1654:24	D12	Override at birmingham
1654:25	D04	West pointout delta seven oh five climbing high direct memphis and behind him is delta twenty fifty seven doing the same
1654:33	D12	Delta seven zero five and delta twenty fifty seven pointout approved
1654:36	D04	N T
1655		
1656		
1656:30	D12	Override at birmingham

1656:31	D04	West pointout southeast of gadsden delta eleven sixty nine climbing high direct memphis
1656:35	D12	Delta eleven sixty nine pointout approval
1656:37	D04	N T
1656:37	D12	(Unintelligible) G
1657 1658 1658:06	D04	West
1658:07	ATL ATCT	Do you know what the last heading ya'll gave that asea was asea five twenty nine
1658:11	D04	We had him on a uh forty and then i i believe he said he was turning to like an eighty and then and then he gave him ten left from the eighty heading
1658:20	ATL ATCT	So he was on a zero seven
1658:21	D04	(Unintelligible) a seventy
1658:22	ATL ATCT	He was on a zero
1658:23	D04	If he took that ten left he would have been on about a seventy heading

1658:25	ATL ATCT	Ok (unintelligible)
1658:26	D04	Alright N T
1658:29	D04	West override
1658:30	UNK	I guess he didn't believe me cause he just called and asked me and i told him the same thing
1658:33	D04	Oh really hunh
1659		
1700		
1701		
1702		
1702:45	D05	Override dalas
1702:46	D04	West pointout southeast of caran cuddy niner zero climbing west bound
1702:51	D05	Pointout approved xray kilo
1702:53	D04	N T
1703		
1704		

END OF TRANSCRIPT



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Transcription concerning
the accident involving ASE529, E-120
on August 21, 1995 at 1652 UTC.

Date: AUG 29 1995

From: Atlanta ATCT

Reply to
Attn. of

To: This transcription covers the Atlanta ATCT Departure Radar North
position for the time period from August 21, 1995, 1639 UTC to
August 21, 1995, 1650 UTC .

Agencies Making Transmissions

Atlanta Departure Radar North
Delta Airlines 1033
Delta Airlines 705
Delta Airlines 2028
Delta Airlines 1559
Delta Airlines 463
Delta Airlines 2057
Atlanta Tower Local Control 3
Northwest Airline 496
Atlanta Approach Handoff-D
Delta Airlines 1169
Falcon N10PP
Atlanta Center West Departure
Unknown Transmission
Atlanta Approach Coordinator South
Atlantic Southeast Airline 226
Delta Airlines 765
Atlanta Approach Satellite-F
Value Jet 292
Delta Airlines 1592
Value Jet 493

Abbreviations

DRN
DAL1033
DAL705
DAL2028
DAL1559
DAL463
DAL2057
LC3
NWA496
TARD H/O
DAL1169
N10PP
West
UNK
CIS
ASE226
DAL765
SATF
VJA292
DAL1592
VJA493

I HEREBY CERTIFY that the following is a true transcription of the
recorded conversations pertaining to the subject aircraft accident
involving ASE529:

Walter Scott
Quality Assurance Programs Specialist
August 29, 1995

ATL-ATCT-087

Page 2 of 12

1639
1639:04 DRN Delta ten thirty three turn left heading
ah two seven zero climb and maintain one
four thousand

1639:10 DAL1033 Okay two seventy on the heading up to one
four thousand ten ah delta ten thirty
three

1639:16 DAL705 Delta seven oh five with you climbing to
ten

1639:20 DRN Delta twenty twenty eight turn left
heading three six zero

1639:24 DAL2028 Left heading three six zero delta twenty
twenty eight

1639:27 DRN Delta seven oh five heavy atlanta
departure radar contact

1639:29 DAL705 Roger

1639:30 DRN Delta fifteen fifty nine turn left
heading of two five zero

1639:35 DAL1559 Two five zero heading delta fifteen fifty
nine

1639:47 DRN Delta fifteen fifty nine contact atlanta
center one three four point niner five

1639:51 DAL1559 Three four nine five delta fifteen fifty
nine

1640
1640:19 DRN Delta four sixty three turn ah left
heading two seven zero

1640:23 DAL463 Left ah two seventy delta four sixty
three

ATL-ATCT-087

Page 3 of 12

1640:26 DRN Delta seven oh five heavy turn left heading three six zero

1640:29 DAL705 Three six zero seven oh five

1640:34 DRN Delta four sixty three climb and maintain one four thousand

1640:37 DAL463 Roger up to one four thousand delta four sixty three and you still want that two thirty knot

1640:41 DRN Yes sir I'll pick you up here in just a moment

1640:50 DRN Delta four sixty three resume normal airspeed

1640:54 DAL463 Airspeed delta four sixty three

1640:56 DRN Delta ten thirty three turn left heading ah two five zero

1640:59 DAL1033 Two fifty on the heading now delta ten thirty three

1641
1641:02 DRN Delta ten thirty three contact atlanta center one three four point niner five

1641:07 DAL1033 Ah one thirty four ninety five to center delta ten thirty three so long

1641:11 DRN Good morning

1641:14 DAL2057 And delta twenty fifty seven's with you passing two thousand

1641:17 DRN Delta twenty fifty seven atlanta
departure roger radar contact

1641:30 DRN Local three

1641:31 LC3 Northwest four ninety six contact
departure so long local three go ahead

1641:33 DRN Yea try ah delta twenty fifty seven's
strip again please didn't get one on him
thanks b d

1641:43 NWA496 Departure northwest four ninety six is
with you out of eighteen hundred for ten
thousand

1641:47 DRN Northwest four ninety six atlanta
departure radar contact

1641:51 LC3 Did you

1641:52 DRN Delta twenty twenty eight climb and
maintain one four thousand

1641:55 DAL2028 Out of one zero thousand for one four
thousand delta twenty twenty eight

1641:58 LC3 Did you get the northwest four ninety six
strip

1642
1642:01 DRN Yea i got the four ninety six but i
didn't get the one in between i got delta
twenty fifty seven

1642:04 LC3 It never fell down

1642:05 DRN Nope unless it stuck up there i stuck my
hand in there

1642:07 LC3 It must be stuck somewhere

1642:08 DRN Okay thanks

1642:09 LC3 Alright

1642:10 DRN Delta twenty fifty seven turn left heading three six zero

1642:14 DAL2057 Left three six zero delta twenty fifty seven

1642:20 DRN Delta seven oh five heavy turn left heading two seven zero climb and maintain one four thousand

1642:25 DAL705 Give you left two seven oh one four thousand delta seven oh five

1642:30 DRN Delta twenty twenty eight ah expedite your climb through one two thousand please

1642:35 DAL2028 We'll expedite through one two thousand delta twenty twenty eight

1642:38 DRN Delta four sixty three turn left heading ah two five zero contact atlanta center on one three four point niner five

1642:45 DAL463 Okay left to two fifty heading thirty four ninety five delta four sixty three

1642:55 DRN Delta twenty twenty eight contact atlanta center one two seven point zero five

1642:59 DAL2028 Twenty seven zero five delta twenty twenty eight

1643
1643:14 DRN Northwest four ninety six turn left heading three six zero

1643:17 NWA496 Heading three six zero northwest four
ninety six

1643:19 TARD H/O North handoff-d

1643:20 DAL1169 Departure delta eleven sixty nine with
you out of two point nine for ten

1643:20 TARD H/O (Unintelligible) high downwind

1643:25 DRN Point out approved

1643:26 TARD H/O Mike...

1643:27 DRN Delta eleven sixty nine atlanta departure
radar contact maintain one zero thousand

1643:32 DAL1169 Roger

1643:36 DAL1169 What are the rides like up to ten
thousand delta eleven sixty nine

1643:40 DRN I've had no complaints at all

1643:42 DAL1169 Okay

1643:50 DAL705 Seven oh five you got broken tops
beginning at about ah ninety five hundred
and ah it looks like the round up..the
rest of this probably up about fourteen
fifteen

1644
1644:02 DRN Delta twenty fifty seven turn left
heading two seven zero climb and maintain
one four thousand

1644:07 DAL2057 Left two seven zero..up to..ah fourteen
thousand

ATL-ATCT-087

Page 7 of 12

1644:10 DRN Yes sir one four thousand delta twenty fifty seven

1644:14 DAL2057 Fifty seven up to fourteen and left ah two seven zero

1644:26 DRN Delta seven oh five heavy turn left heading two six zero

1644:29 DAL705 Two six oh

1644:31 DRN Delta eleven sixty nine turn left heading three six zero

1644:33 DAL1169 Three sixty heading delta eleven sixty nine

1644:36 N1OPP Falcon one zero papa papa climbing to seven

1644:43 West Two thirty

1644:44 DRN West

1644:45 West Got ase five twenty nine out here ah five west of the west one gate got a engine failure is declaring an emergency in a left turn direct to the airport what can you approve him descending to

1644:54 DRN Two zero three one code

1644:56 West Ah.. yea that's him

1644:58 DRN Alright ah he's point out approved with me you can go straight on in to the ah h guy

1645
1645:03 West I'll work it out with arrival

1645:05 UNK Delta

1645:06 DRN Hey chet

1645:08 CIS Call you...

1645:13 DRN Delta seven oh five heavy contact atlanta center on one three four point niner five

1645:18 DAL705 Thirty four ninety five bye yall

1645:20 DRN Good day sir

1645:22 N10PP Departure falcon one zero papa papa climbing to niner thousand

1645:25 DRN Falcon zero papa papa atlanta departure climb and maintain one four thousand

1645:29 N10PP One four thousand papa papa

1645:32 DRN Northwest four ninety six climb and maintain one four thousand

1645:37 NWA496 One four thousand northwest four ninety six

1645:46 DRN Delta twenty fifty seven expedite climb through one one thousand

1645:50 DAL2057 Speed her up to one one delta twenty fifty seven

1645:59 DRN Delta eleven sixty nine turn left heading two seven zero climb and maintain one four thousand

1646
1646:04 DAL1169 Two seventy heading up to one four thousand delta...eleven sixty nine

ATL-ATCT-087

Page 9 of 12

1646:16 LC3 North

1646:17 DRN North

1646:18 LC3 Just to let you know the departure is over up here we have zero one ah brasilia rolling and that's it

1646:22 DRN Thank you so much

1646:23 LC3 Bye

1646:58 DRN Northwest four ninety six contact atlanta center one two seven point zero five

1647
1647:01 NWA496 Twenty seven oh five northwest ah four ninety six

1647:05 ASE226 Departure four ninety ah i'm sorry ase two twenty six is with ya we're up to four

1647:10 DRN Ase two twenty six atlanta departure radar contact maintain one zero thousand

1647:15 ASE226 Two twenty six one zero thousand

1647:38 DRN Delta twenty fifty seven turn left heading ah two five zero

1647:43 DAL2057 Left two five zero delta twenty fifty seven

1647:45 DAL765 Delta seven sixty heavy with you we re out of twenty five hundred for ten thousand

1647:49 DRN Delta seven sixty five heavy atlanta departure radar contact

ATL-ATCT-087

Page 10 of 12

1648
1648:17 DRN Delta twenty fifty seven departure

1648:20 DAL2057 Delta twenty fifty seven go ahead

1648:22 DRN Just a radio check i'll have higher and on course in just a couple of miles

1648:24 DAL2057 Alrighty

1648:34 DRN Delta twenty fifty seven contact atlanta center one three four point niner five

1648:38 DAL2057 Thirty four ninety five

1648:41 LC3 Hey

1648:42 DRN Go ahead

1648:43 LC3 What was the name of that emergency

1648:45 DRN Ase five twenty nine

1648:46 LC3 That lost the engine

1648:47 DRN Yea

1648:48 LC3 Okay

1648:49 DRN Delta seven sixty five heavy turn left turn right heading one eight zero

1648:51 DAL765 One eight zero seven sixty five heavy

1648:53 DRN Delta two sixty nine verify you re in a climb to one four thousand

1648:56 DAL269 Delta two sixty nine that's affirmative
sir passing one one one zero point one
for one four thousand

1649
1649:01 DRN And delta eleven sixty nine turn ah fly
heading two seven zero contact atlanta
center on one three four point niner five
delta eleven sixty nine so long

1649:08 DAL1169 Thirty four ah ninety five delta eleven
sixty nine

1649:11 DRN Ase two twenty six turn left heading
three six zero

1649:14 ASE226 Three six zero ase two twenty six

1649:15 DRN This is north

1649:16 SATF N f point out four north of flank cuddy
one two fourteen west two

1649:21 DRN Cuddy ah one two reference delta eleven
sixty nine just ah yeah out approved
cuddy one two

1649:26 SATF Also make that a west one i see that low
delta l e

1649:29 DRN Alright b d

1649:31 DRN Critter two ninety two turn left heading
of zero nine zero

1649:34 VJA292 Left zero nine zero critter two ninety
two

1649:38 DAL1592 Delta fifteen ninety two out of twenty
five hundred for ten thousand

ATL-ATCT-087

Page 12 of 12

1649:44 DRN Departure delta seven sixty five heavy

1649:46 VJA493 Departure critter four ninety three
leaving two for ten thousand

1649:49 DRN Critter four ninety three atlanta
departure roger radar contact maintain
one zero thousand

1649:54 VJA493 Critter four ninety three

1649:57 N10PP Papa papa request (unintelligible)
atlanta center frequency

1649:59 DAL765 Departure seven sixty five how's the ride
been departing atlanta here

1650

End of Transcript



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

Memorandum

Subject: INFORMATION: Transcription concerning
the accident involving ASE529, E-120
on August 21, 1995 at 1652 UTC.

Date: **AUG 22 1995**

From: Atlanta ATCT

Reply to
Attn. of:

To: This transcription covers the Atlanta ATCT Terminal Arrival-H
Handoff position for the time period from August 21, 1995, 1640 UTC
to August 21, 1995, 1651 UTC .

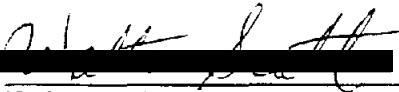
Agencies Making Transmissions

Atlanta Terminal Arrival-H Handoff
Atlanta Center West Departure-D4
Atlanta Approach Coordinator South

Abbreviations

TARH H/O
West-D4
CIS

I HEREBY CERTIFY that the following is a true transcription of the
recorded conversations pertaining to the subject aircraft accident
involving ASE529:



Walter Scott
Quality Assurance Programs Specialist
August 22, 1995

1640
1641
1642
1643
1644
1645

1645:39 TARH H/O

Go ahead twenty five

1645:40 West-D4

Okay ase five twenty nine northwest of
lagrange he's out of eleven uh we're not
sure what altitude he's descending to
just now he's ah turning direct atlanta
he's got an engine failure

1645:49 TARH H/O Okay alright at eleven thousand

1645:51 West-D4 At eleven

1645:53 TARH H/O Is that what you said

1645:54 West-D4 No i said i don't not sure...hold on just a second

1645:56 TARH H/O Okay ase five twenty nine direct atlanta approved

1645:58 West-D4 He's out of eleven so can you can you call radar on him or you see him out there

1646
1646:02 TARH H/O No i don't see him yet

1646:04 CIS I see him...i got him

1646:06 West-D4 You got radar on him

1646:07 TARH H/O He's got him okay

1646:08 West-D4 Okay just
1647
1648
1649
1650
1651

End Of Transcript



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

Memorandum

Subject: INFORMATION: Transcription concerning
the accident involving ASE529, E-120
on August 21, 1995 at 1652 UTC.

Date: AUG 22 1995

From: Atlanta ATCT

Reply to
Attn. of:

To: This transcription covers the Atlanta ATCT Coordinator South
position for the time period from August 21, 1995, 1641 UTC to
August 21, 1995, 1652 UTC .

Agencies Making Transmissions

Atlanta Approach Coordinator South
Atlanta Center West Departure-D4

Abbreviations

CIS
West-D4

I HEREBY CERTIFY that the following is a true transcription of the
recorded conversations pertaining to the subject aircraft accident
involving ASE529:



Walter Scott
Quality Assurance Programs Specialist
August 22, 1995

1641		
1642		
1643		
1644		
1645		
1646		
1646:04	CIS	I see him...i got him
1646:06	West-D4	You got radar on him
1646:08	CIS	Yea
1646:09	West-D4	Okay descending
1646:11	CIS	To what what altitude

1646:12 West-D4 Just a second we're trying to find out..
he's out of ten five now he can't
maintain an altitude

1646:15 CIS Alright thanks

1646:16 West-D4 N T

1646:16 CIS C V

1646:17 West-D4 Hey what alt what

1646:21 CIS Give him frequency one two seven point
niner

1646:23 West-D4 One twenty seven nine okay

1646:25 CIS Thanks C V

1646:26 West-D4 N T

1647
1647:28 CIS Ah whoever is working ase five twenty
nine give me a call on ah twenty five
line

1647:33 West-D4 This is it west we think he's going to
try to go to carrollton now west georgia
regional so i'm not going to put him on
your frequency

1647:38 CIS West carrollton okay ah if so give him
frequency ah one two one point zero

1647:44 West-D4 One two one point zero

1647:45 CIS Yea

ATL-ATCT-087

Page 3 of 3

1647:46 West-D4 Alright do you have radar on him

1647:47 CIS Radar

1647:48 West-D4 Alright N T

1647:49 CIS C V

1648

1649

1650

1651

1652

End Of Transcript



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

Memorandum

Subject: INFORMATION: Transcription concerning
the accident involving ASE529, E-120
on August 21, 1995 at 1652 UTC.

Date: AUG 24 1995

From: Atlanta ATCT

Reply to
Attn. of:

To: This transcription covers the Atlanta ATCT Satellite Radar-F
position for the time period from August 21, 1995, 1641 UTC to
August 21, 1995, 1658 UTC .

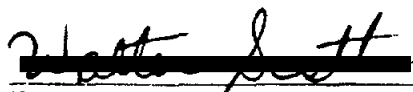
Agencies Making Transmissions

Atlanta Approach, Satellite Radar-F
Cuddy 99, T-38
Dobbins AFB Tower
Seneca November 74WT
McCullum ATC Tower
Atlanta ARTCC Departure West
Atlanta Approach, Satellite Hand-off F
Beechcraft November 3217L
Cuddy 12, T38
Delta Airlines 269
Atlanta Departure Radar North
Delta Airlines 1169
Atlantic Southeast Airline 226
November 733MX
Atlantic Southeast Airline 529
DAL705
Mooney N201WH
Atlanta Center Rome Low Sector

Abbreviations

SATF
Cuddy 99
MGE
N74WT
RYY
West Dept
SAT-F H/O
N3217L
Cuddy 12
DAL269
DRN
DAL1169
ASE226
N733MX
ASE529
DAL705
N201WH
Rome

I HEREBY CERTIFY that the following is a true transcription of the
recorded conversations pertaining to the subject aircraft accident
involving ASE529:



Walter Scott
Quality Assurance Programs Specialist
August 24, 1995

1641
1641:49 SATF Cuddy niner niner climb and maintain one
four thousand

1642
1642:04 Cuddy99 One four thousand nine nine

1642:46 SATF Cuddy nine nine contact atlanta center
three zero six point two

1642:57 SATF Cuddy nine nine contact atlanta center
three zero six point two

1643
1643:02 Cuddy99 Zero six two good day sir

1643:04 SATF Good day

1643:13 SATF Go ahead

1643:14 MGE Cuddy one two runway one one

1643:19 SATF One two you say

1643:20 MGE Affirmative

1643:21 SATF What's his ah

1643:22 MGE C I D is five seven three

1643:25 SATF Ah ah what's his...destination or vector
vector gate

1643:30 MGE Ah ah we one which ah

1643:34 SATF Ah west one

1643:36 MGE West one ah to vulcan and landing at
columbus

1643:38 SATF A t thirty eight

1643:39 MGE Affirmative

1643:46 SATF Okay let me ah better give him a right
turn heading two seven zero released

ATL-ATCT-087

Page 3 of 11

1643:50 MGE Thank you B R

1643:51 SATF L E

1644
1644:37 SATF Go ahead

1644:41 SATF You call

1644:42 MGE Atlanta approach dobbins tower

1644:44 SATF Atlanta

1644:45 MGE Request release cuddy one two runway one one

1644:48 MGE Oh i'm sorry you said he was released mike bravo

1644:51 SATF Yeah two seventy heading

1644:52 MGE Alright mike *(bravo)

1645
1645:12 N74WT Whiskey tango can i have lower

1645:15 SATF November seven four whiskey tango turn left heading one eight zero descend and maintain three thousand

1645:20 N74WT One eight zero three thousand four whiskey tango

1645:32 SATF McCollum tower atlanta approach inbound

1645:36 RYY McCollum tower

1645:37 SATF Ah ten east seven four whiskey tango a seneca landing ah locali localizer two seven

60

ATL-ATCT-087

Page 4 of 11

1645:42 RYY F I

1645:43 SATF L E

1646
1646:15 SATF Seneca seven four whiskey tango turn right heading two four zero three miles from hobo maintain three thousand until hobo cleared localizer runway two seven approach

1646:23 N74WT Two forty cleared ah

1646:25 West Dept Satellite thirty five line

1646:27 N74WT To hobo and ah cleared for the approach seven four whiskey tango

1646:30 SATF H/O Atlanta

1646:32 West dept I've got ase five twenty nine ahm

1646:35 SATF H/O I see him

1646:36 West Dept He may be goin, he may be going to Carrollton, now were not sure what he's going to do

1646:37 SATF H/O Oh really okay

1646:38 West dept But ahm if you could just continue to block for him there n t

1646:41 SATF H/O I'll do i'll watch him

1646:46 N3217L Atlanta approach ah beech three two one seven lima's with you five thousand with oscar

1646:50 SATF Three two one seven lima atlanta approach expect i l s approach to runway eight

61

ATL-ATCT-087

Page 5 of 11

1646:54 N3217L Runway eight 1 1 s for one seven lima

1646:56 SATF Cuddy one two atlanta approach ah ah
squawk three one four four ident

1647
1647:01 Cuddy12 Cuddy one two three one four four

1647:04 SATF cuddy one two radar contact climb and
maintain five thousand

1647:07 Cuddy12 One two were passing two five for five
thousand

1647:16 SATF Seven four whiskey tango a mile from hobo
change to tower one two five point niner

1647:21 N74WT One two five niner roger

1647:42 SATF Cuddy one two turn right heading two
eight zero

1647:44 Cuddy12 One two right two eight zero

1647:47 SATF And verify destination charlie bravo mike
*(sir)

1647:50 Cuddy12 Affirmative for cuddy one two

1647:52 SATF *(Thanks)

1648
1648:56 DAL269 One one one zero point one for one four
thousand

1649
1649:01 DRN And delta eleven sixty nine turn ah fly
heading two seven zero contact atlanta
center on one three four point niner five
delta eleven sixty nine so long

62

1649:08 DAL1169 Thirty four ah ninety five delta eleven sixty nine

1649:11 DRN Ase two twenty six turn left heading three six zero

1649:14 ASE226 Three six zero ase two twenty six

1649:15 DRN This is north

1649:18 SATF F point out four north of flank cuddy one two fourteen west two

1649:20 DRN Cuddy ah two reference delta eleven sixty nine just ah yeah point out approved cuddy one two

1649:26 SATF Also make that west one and i see that low delta l e

1649:29 DRN Alright b d

1649:30 SAT-F Ase five twenty nine atlanta

1649:38 DRN November three two one seven lima fly heading one six zero descend and maintain four thousand

1649:43 N3217L Right to one six zero out of five for four for one seven lima

1649:48 SATF November seven three three mike x ray cleared direct to columbus when able

1649:52 N733MX Alright three mike x ray

1650
1650:28 ASE529 Atlanta approach ase five twenty nine with you out of three point four

1650:29 SATF (Unintelligible) say again

1650:31 RYY (Unintelligible) seven four whisky tango landing assured

1650:33 SATF L E

1650:42 ASE529 Atlanta approach ase five twenty nine

1650:46 SATF Ase five twenty nine atlanta approach

1650:48 ASE529 Yes sir we're with you declaring an emergency

1650:49 SATF Ase five twenty nine roger expect localizer runway three four approach and ah could you fly heading one eight zero ah I'm sorry one six zero

1650:55 ASE529 Yeah we can do that give me the loc freq

1650:58 SATF Localizer frequency runway three four localizer frequency is ah one one one point seven

1651:06 ASE529 One one one point seven give us vectors we'll go the visual

1651:17 SATF Cuddy one two turn left heading two five zero

1651:19 Cuddy12 Left two five zero cuddy one two

1651:20 SATF One seven lima descend and maintain three thousand

1651:23 N3217L Down to three thousand out of four one seven lima

1651:26 SATF Ase five twenty nine say altitude leaving

ATL-ATCT-087

Page 8 of 11

1651:30 ASE529 We're out of nineteen hundred this time

1651:31 SATF You're out of nineteen hundred now

1651:34 ASE529 Yeah ah we're v f r at this time give us a vector to the airport

1651:37 SATF Ah ase five twenty nine turn left ah fly heading zero four zero bear ah the airport at your about ten o'clock six miles radar contact lost this time

1651:47 ASE529 Zero four zero ase five twenty nine

1652
1652:09 SATF Ase five twenty nine if able change to my frequency one one eight point seven the airport ah in the vicinity of your ten o'clock at twelve o'clock and four miles or so

1652:23 SATF Ase five twenty nine change frequency one one eight point seven if able

1652:35 SATF Cuddy one two climb and maintain one four thousand

1652:37 Cuddy12 Cuddy one two passing five for one four thousand

1652:47 SATF November seven three three mike x ray atlanta

1652:49 N733MX Yeah three mike x ray go ahead

1652:50 SATF Yes sir could you hear anything on ase five twenty nine

1652:52 N733MX *(Ya want me to listen for)

1653
1653:03 N733MX You want me to try and contact him

65

1653:07 SATF Ase five twenty nine atlanta

1653:16 DAL705 Ase five twenty nine you read delta seven oh five

1653:34 SATF Ase five twenty nine atlanta approach if you hear me contact ah atlanta approach on one one eight point seven

1653:43 SATF November three two one seven lima can you ah fly heading two seven zero and give me a hand on that emergency aircraft over here

1653:52 N3217L Two seven zero on the heading we'll sure do it

1653:54 SAT-F One seven lima change to one one eight point seven

1653:57 N3217L Eighteen seven

1654
1654:06 SATF Cuddy one two contact atlanta center three zero six point two

1654:12 Cuddy12 Three zero six point two for ah cuddy one two

1654:17 SATF Three two one seven lima three two one seven lima atlanta

1654:25 SATF Ase five twenty nine atlanta approach

1654:49 SATF One seven lima atlanta

1654:52 N3217L One seven lima is with you ah two seven zero on the heading

1654:55 SATF Yes sir can you ah see if you can talk to ase five twenty nine atlantic southeast airlines five twenty nine

ATL-ATCT-087

Page 10 of 11

1655

1655:01 N3217L Roger sure will break ah ase five twenty nine this is three two one seven lima on eighteen seven do you read

1655:22 N3217L Ase five twenty nine do you read one seven lima

1655:31 N3217L Atlanta approach negative response

1655:33 SATF One seven lima roger thank you turn right heading three six zero

1655:36 N3217L Right to three six zero

1655:42 N201WH Atlanta approach mooney two zero one whiskey hotel *(we're level at) five thousand

1655:47 SATF Mooney two zero one ah whiskey hotel atlanta approach roger

1656

1656:44 SATF Three two one seven lima turn right heading one one zero intercept the localizer

1656:48 N3217L Right to one one zero intercept the localizer for ah one seven lima

1657

1657:12 SATF Rome low five thirty five

1657:14 Rome Rome

1657:15 SATF You remember what th was the last heading you gave ase five twenty nine

1657:19 Rome Well he said he was on a eighty heading i was tracking it west and then ah *(we turned him) ten left and it was about ten miles to the airport so it was probably a seventy heading

1657:27 SATF Seventy heading ah ten west of the airport

1657:30 Rome Yeah he was he was about ten west of the airport on a eighty heading we said ten left and it should be at twelve o'clock eight miles i think was the last thing we said

1657:36 SATF Okay

1657:47 SATF Ase five twenty nine atlanta
1658

END OF TRANSCRIPTION

* 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

Subject: INFORMATION: Transcription concerning
the accident involving ASE529, E-120
on August 21, 1995 at 1652 UTC.

Date: AUG 21 1995

From: Atlanta ATCT

Reply to
Attn. of.

To: This transcription covers the Atlanta ATCT Satellite Radar-F
Handoff position for the time period from August 21, 1995, 1644 UTC
to August 21, 1995, 1700 UTC .

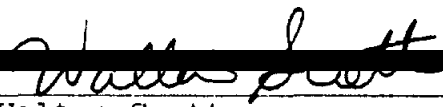
Agencies Making Transmissions

Atlanta Approach Satellite Radar-F
Atlanta Approach Satellite F-Handoff
Atlanta Center Rome Low Sector
Atlanta Center West Departure
Dobbins AFB Control Tower
Atlanta Departure Radar North
Unknown Agency

Abbreviations

SATF
SATF H/O
Rome Low
West Dept
MGE
DRN
UKN

I HEREBY CERTIFY that the following is a true transcription of the
recorded conversations pertaining to the subject aircraft accident
involving ASE529:



Walter Scott
Quality Assurance Programs Specialist
August 21, 1995

1644
1645
1646
1647
1648
1649
1649:32 SATF Ase five twenty nine Atlanta

1649:44 SATF HO Rome low thirty five

1649:46 Rome lo Yea man

1649:47 SATF You talking to that ase five twenty nine

69

1649:48 Rome 1o No west is keeping him on their frequency

1649:50 SATF H/O Where where is he right now

1649:51 Rome 1o I see him about right now five west of Carrollton forty six hundred feet

1649:55 SATF H/O Okay, I see him now

1649:57 Rome 1o Alright N T

1649:57 SATF H/O L T

1650

1651

1652

1653

1653:53 SATF H/O Say again

1653:54 West Dept This is west departure can you give me a down time on that ase

1653:58 SATF H/O Ah ah we lost radar with him and ah he never called the airport in sight we lost frequency with him we're not sure what's going on... We'll give you a down time when we can

1654

1654:06 West dept Alright thank you

1655

1655:57 MGE Atlanta dobbins eighty five release request

1656

1656:02 SATF H/O Go ahead

1656:04 MGE Ah cuddy nine zero t thirty eight opposite direction runway two niner

1656:06 SATF H/O Cuddy nine zero

ATL-ATCT-087

Page 3 of 4

1656:07	MGE	Affirmative
1656:09	SATF H/O	Off runway two niner
1656:10	MGE	Affirmative
1656:12	SATF H/O	Standby one
1656:29	SATF H/O	Hey runway heading he's released there ah dobbins
1656:31	MGE	Thank you b r
1657		
1658		
1658:04	SATF	West departure thirty five
1658:06	West Dept	West
1658:08	SATF H/O	You know what the last heading ya'll gave that ase was ase five twenty nine
1658:11	West Dept	We had him on a ah forty and then i i believe he said he was turning to like an eighty and then and then he gave him a ten left from the eighty heading
1658:20	SATF H/O	So he was on a zero seven zero
1658:21	West Dept	Seventy
1658:22	West Dept	If he took that ten left he would have been on about a seventy heading
1658:26	SATF H/O	Okay alright
1658:28	West Dept	N T

ATL-ATCT-087

Page 4 of 4

1659
1659:02 UKN (Unintelligible)

1659:03 DRN We worked him on departure

1659:06 DRN Departure

1659:08 SATF H/O This is F point out off dobbins cuddy
nine zero fourteen out the west two

1659:11 DRN W two cuddy (unintelligible)

1659:13 SATF H/O Point out approved

1659:14 DRN Yea point out approved

1659:15 SATF H/O (Unintelligible)

1700

End of Transcript

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER

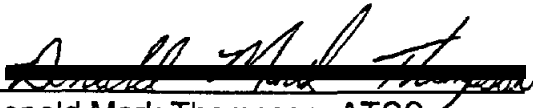
August 21, 1995

The following is a report concerning the accident involving aircraft ASE529 at 5 miles southwest of Carrollton, Georgia, August 21, 1995, at 1652 UTC.

My name is Donald Mark Thompson (DT). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Atlanta ARTC Center, Hampton, Georgia.

During the period 1200 UTC to 1905 UTC on August 21, 1995, and 2100 UTC to 2300 UTC on August 22, 1995, I was on duty in the Atlanta ARTC Center. I was working the Sector 04 Radar position (R04) from 1533 UTC to 1706 UTC.

ASE529, an E120 climbing off Atlanta, on approach control assigned heading to FL240, reported engine failure at 1644 UTC. I cleared ASE529 via left turn direct Atlanta. I acknowledged that my D-side was aware of the situation and that the supervisor was advised. Due to the close proximity to Tiroe Sector, Atlanta Approach, and Rome Lo, we (D-side and myself) began coordinating the emergency. At 1645 UTC, I verified ASE529's altitude and at 1646 UTC, advised ASE529 of the position of West Georgia Regional Airport (CTJ). At 1647 UTC, ASE529 advised me of difficulty controlling the aircraft and the need for an airport. I kept the pilot informed of his position in relation to CTJ and suggested needed corrections to his heading. At 1648 UTC, per pilot's request, I advised ASE529 of the runway configuration and length. At 1649 UTC, ASE529 reported leaving 4,500 feet on a 080 degrees heading. I suggested 10 degrees left and switched him to Atlanta Approach, frequency 121.0, per their request. I had no further contact with the aircraft.


Donald Mark Thompson, ATCS
Atlanta ARTC Center

Attachment

EQUIPMENT STATEMENT FOR SECTOR #

Please complete the following items. Include only information of which you have personal knowledge.

1. Radar: RDP ✓ DARC _____ NONE _____

2. Were all radar sites operational? YES ✓ NO _____
UNKNOWN _____ If NO was checked, which site(s) was/were not operational? _____

3. Video map in use: W. DEPT.

4. PVD Range: 75 MILES UNKNOWN _____

5. Centered approximately: I DON'T RECALL

6. Known navigational aid outages: NONE

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER

August 22, 1995

The following is a report concerning the accident involving aircraft ASE529 at 5 miles southwest of Carrollton, Georgia, August 21, 1995, at 1652 UTC.

My name is Natalie A. Davis (NT). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Atlanta ARTC Center, Hampton, Georgia.

During the period 1035 UTC to 1735 UTC on August 21, 1995, and 0117 UTC to 0227 on August 22, 1995, I was on duty in the Atlanta ARTC Center. I was working Sector 04 Manual position (D04) from 1634 UTC to 1709 UTC.

During busy departure rush, ASE529 lost an engine and declared an emergency. ASE529 was cleared direct Atlanta. I notified the supervisor and adjacent sectors of the emergency. I then forwarded emergency information to Atlanta Approach Control.



Natalie A. Davis, ATCS
Atlanta ARTC Center

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER

August 22, 1995

The following is a report concerning the accident involving aircraft ASE529 at 5 miles southwest of Carrollton, Georgia, August 21, 1995, at 1652 UTC.

My name is Richard W. Hastings (JJ). I am employed as a Supervisory Air Traffic Control Specialist by the Federal Aviation Administration at the Atlanta ARTC Center, Hampton, Georgia.

During the period 1045 UTC to 1845 UTC on August 21, 1995, I was on duty in the Atlanta ARTC Center. I was working as Area 6 Area Supervisor-in-Charge from 1617 UTC to 1807 UTC.

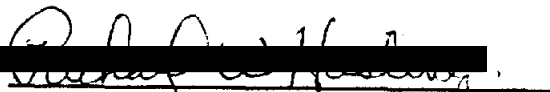
I was advised by D04 that ASE529 had declared an emergency because he had lost an engine. R04 had cleared the aircraft direct Atlanta. I advised the Area Manager-in-Charge (AMIC) and the Supervisory, Traffic Management Coordinator of the emergency.

I stood behind R04 and monitored the situation. I heard R04 state that the aircraft couldn't maintain altitude and needed an alternate airport. I had the AMIC to begin a cassette recording of the event. Carrollton, Georgia was the closest airport and the aircraft was issued a vector toward it, and was provided with airport information. I had D04 coordinate the situation with Atlanta Approach, I advised the AMIC on the situation. ASE529 was handed off and switched to Atlanta Approach. I instructed D04 to ask Atlanta Approach for a down time. We lost radar contact with ASE529 approximately four miles south of Carrollton Airport.

When I had not received a down time by the time I estimated ASE529 should have landed, I called the FBO at Carrollton. The FBO advised me that ASE529 had not landed but he had received a phone call from a man who had heard that an aircraft had just crashed two miles south of the airport. I advised the AMIC about this report. I called the QA Office to assist the AMIC. I also notified the Area 6 Area Manager-in-Charge.

The FBO called back approximately five minutes later and advised that 911 had called and verified that ASE529 had crashed short of the airport. I notified the AMIC. I had the controllers relieved from their positions.

The FBO called back approximately ten minutes later. He had gone to the crash site and reported that there were four confirmed dead and 25 passengers. I advised the AMIC.


~~Richard W. Hastings~~
Richard W. Hastings, SATCS
Atlanta ARTC Center

AIRPORT TRAFFIC CONTROL TOWER
1100 Aviation Boulevard
Hapeville, Georgia 30354

PERSONNEL STATEMENT

August 21, 1995

The following is a report concerning the accident involving aircraft ASE529 southwest of Carrollton, Georgia, on August 21, 1995, at 1652 UTC.

My name is John Andrew Moss, (LT). I am employed as an ATCS by the Federal Aviation Administration at the Atlanta Airport Traffic Control Tower, Atlanta, Georgia.

During the period 1050 UTC to 1930 UTC, August 21, 1995, I was on duty in the Atlanta TRACON. I was working Flight Data (FD) from 1555 UTC to 1645 UTC.

I had just been relieved from the FD position when I heard someone say that ASE529 was emergency landing at West Georgia Regional Airport. I volunteered my help by plugging in the Handoff-F position. I found out where the aircraft was and asked the supervisor if he would like me to work the aircraft on the SAT-X scope. He said yes. I unplugged from the Handoff-F position and plugged in the SAT-X position. I then called the Center and told them to put the aircraft on frequency 119.8. The Center had already switched the aircraft 121.0. I never did communicate directly with the aircraft.

To the best of my knowledge the operational equipment configuration at the time of the accident was MTI/Normal Gate - ON, Background Video Gain - OFF, Beacon Video Gain - ON, MTI Gain - ON, Normal Gain - ON, Range Marks - ON, Sweep Decenter - OFF, Sweep Range - 50 Miles, Radar Channel - A, Beacon Channel - 1, Radar Status - CP, STC Setting - 2, FTC Setting - NA, Receiving Sensitivity - MAX, MTI Log Video - OFF, Normal Log Video - OFF, MTI Weather - Off, Normal Weather - Off.

John A. Moss, ATCS
Airport Traffic Control Tower
Atlanta, Georgia

AIRPORT TRAFFIC CONTROL TOWER
1100 Aviation Boulevard
Hapeville, Georgia 30354

PERSONNEL STATEMENT

August 21, 1995


The following is a report concerning the accident involving aircraft ASE529 at five miles southwest of Carrollton, Georgia, August 21, 1995, at 1652 UTC.

My name is Scott Kirby, (KK). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Atlanta Airport Traffic Control Tower, Atlanta, Georgia.

During the period 1005 UTC, to 1935 UTC, August 21, 1995, I was on duty in the Atlanta TRACON. I was supervising James G. Shuler at the Departure Radar North position from 1541 UTC to 1703 UTC.

At 1628Z, we worked ASE529 through departure airspace and handed off to Center with no problems noted. At 1644Z, ZTL West Departure called to handoff ASE529 and advised he had an engine failure, declared an emergency, and was direct to the airport. I told Center we would take a point out and he could hand off directly to the H controller. I then advised the Supervisor of the situation, then walked to the F scope and pointed ASE529 out to the F controller. I then walked to the H scope to let them know that N and F were watching ASE529.

To the best of my knowledge the operational equipment configuration at the time of the accident was: MTI/Normal Gate - ON, Background Video Gain - OFF; Beacon Video Gain - ON; MTI Gain - ON; Normal Gain - ON; Range Marks - ON; Sweep Decenter - OFF; Sweep Range 50 Miles; Radar Channel - A; Beacon Channel - 1; Radar Status - CP; STC Setting - 2; FTC Setting - NA, Receiver Sensitivity - MAX, MTI Log Video - OFF; Normal Log Video - OFF, MTI Weather - OFF, and Normal Weather - OFF.



Scott Kirby, ATCS
Airport Traffic Control Tower
Atlanta, Georgia

AIRPORT TRAFFIC CONTROL TOWER
1100 Aviation Boulevard
Hapeville, Georgia 30354

PERSONNEL STATEMENT

August 21, 1995

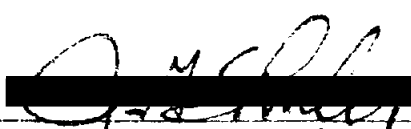
The following is a report concerning the accident involving aircraft ASE529 at five miles southwest of Carrollton, Georgia, August 21, 1995, at 1652 UTC.

My name is James G. Shuler, (BD). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Atlanta Airport Traffic Control Tower, Atlanta, Georgia.

During the period 1005 UTC, to 1935 UTC, August 21, 1995, I was on duty in the Atlanta TRACON. I was working the Departure Radar North position from 1541 UTC to 1703 UTC under the supervision of Scott E. Kirby.

At 1644Z, Atlanta Center West Departure Sector called with a point out on ASE529 at 12,800 feet, emergency, engine out requesting to return to Atlanta Airport. We took a point out and advised West departure to hand the aircraft off to TARH.

To the best of my knowledge the operational equipment configuration at the time of the accident was: MTI/Normal Gate - ON, Background Video Gain - OFF; Beacon Video Gain - ON; MTI Gain - ON; Normal Gain - ON; Range Marks - ON; Sweep Decenter - OFF; Sweep Range 50 Miles; Radar Channel - A; Beacon Channel - 1; Radar Status - CP; STC Setting - 2; FTC Setting - NA, Receiver Sensitivity - MAX, MTI Log Video - OFF; Normal Log Video - OFF, MTI Weather - OFF, and Normal Weather - OFF.


James G. Shuler, ATCS
Airport Traffic Control Tower
Atlanta, Georgia

AIRPORT TRAFFIC CONTROL TOWER
1100 Aviation Boulevard
Hapeville, Georgia 30354

PERSONNEL STATEMENT

August 21, 1995

The following is a report concerning the accident involving aircraft ASE529 at five miles southwest of Carrollton, Georgia, August 21, 1995, at 1652 UTC.

My name is Tuan M. Le, (LE). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Atlanta Airport Traffic Control Tower, Atlanta, Georgia.

During the period 1005 UTC, to 2135 UTC, August 21, 1995, I was on duty in the Atlanta TRACON. I was working the Satellite Radar-F position from 1550 UTC to 1701 UTC.

ASE529 called me declaring emergency. I told ASE529 to expect Localizer Runway 34 Approach, gave the pilot localizer frequency, and asked if he can fly heading 160. Pilot concurred. I asked pilot his altitude. ASE529 replied 1,900 and requested vector to the airport and said that he was VFR. I gave ASE529 heading 040 and bearing from the airport and said radar contact lost.

To the best of my knowledge the operational equipment configuration at the time of the accident was: MTI/Normal Gate - ON, Background Video Gain - OFF; Beacon Video Gain - ON; MTI Gain - ON; Normal Gain - ON; Range Marks - ON; Sweep Decenter - OFF; Sweep Range 50 Miles; Radar Channel - A; Beacon Channel - 1; Radar Status - CP; STC Setting - 2; FTC Setting - NA, Receiver Sensitivity - MAX, MTI Log Video - OFF; Normal Log Video - OFF, MTI Weather - OFF, and Normal Weather - OFF.



Tuan M. Le, ATCS
Airport Traffic Control Tower
Atlanta, Georgia