

PERSONNEL STATEMENT
MIDWEST AIR TRAFFIC CONTROL SERVICE, INC.
MARTHA'S VINEYARD ATCT

October 8, 2000

This statement concerns the accident involving N60BT at Martha's Vineyard, MA, at October 7, 2000 0158 UTC. My name is Chad E. Davidson (IC). I am employed as an air traffic control specialist by Midwest ATC Service, Inc at the Martha's Vineyard Airport Traffic Control Tower, Martha's Vineyard, Massachusetts. I was working the Local Control position from 2353 UTC to 0200 UTC.

Text of statement:

AT APPROXIMATELY 0153 UTC N60BT CHECKED IN ON MY FREQUENCY ON THE ILS APPROACH TO RUNWAY 24. I INSTRUCTED N60BT TO REPORT BORT, WHICH IS THE FINAL APPROACH FIX FOR THE ILS RUNWAY 24 APPROACH AT WHICH TIME THE PILOT STATED HE WOULD DO THAT. AT THE SAME TIME CAPE APPROACH ADVISED ME OF A LOW ALTITUDE ALERT ON N60BT WHICH I IMMEDIATELY RELAYED TO THE PILOT. THE PILOT RESPONDED WITH "I'M CLIMBING UP" WHICH WAS RELAYED TO CAPE APPROACH. AT APPROXIMATELY 0155 UTC N60BT REPORTED CROSSING BORT INTERSECTION WHERE HE WAS IMMEDIATELY CLEARED TO LAND ON RUNWAY 24. NO FURTHER TRANSMISSIONS WERE RECEIVED FROM N60BT.

I certify, to the best of my knowledge and recollection, the above statement is correct.

CHAD E. DAVIDSON


Signature

8 OCT 2000

Date

K90-TRACON-053
N60BT

Section 1.
Table of Contents

K90-TRACON-053
N60BT

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K90-TRACON-053
N60BT

Section 2.

FAA Form 8020-6, Report of Aircraft Accident

FAA form 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

K90-TRACON-1
N60BT

RIS AT 8020-6

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE		REPORT NO.		
REPORT OF AIRCRAFT ACCIDENT		October 10, 2000		K90-TRACON-053		
		NAME OF REPORTING FACILITY				
		Cape (K90) TRACON				
1. AIRCRAFT TYPE AND IDENTIFICATION		2. DATE/TIME OF ACCIDENT (GMT)		3. LOCATION OF ACCIDENT		
Mitsubishi (MU-2), N60BT		October 7, 2000, 0157 UTC		2 miles northeast of the Martha's Vineyard Airport, Marthas's Vineyard, MA.		
4. NATURE OF ACCIDENT		5. TYPE OF FLIGHT				
Aircraft crashed 2 miles northeast of the Martha's Vineyard Airport		IFR Flight Plan				
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY
	Charles B. Yates	Pilot	Trenton, NJ			X
7. PASSENGER DATA		NUMBER ABOARD	NUMBER UNINJURED	NUMBER INJURED	NUMBER FATALITIES	
(If available, list names, addresses, extent of injuries, and other information on continuation sheet.)		AIRCRAFT 3	0	0	3	
8. AIRCRAFT DAMAGE		9. PROPERTY DAMAGE				
Destroyed		None (aircraft crashed in a state forest)				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS						
Normal						
11. WEATHER DATA	CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT					
	Martha's Vineyard METAR KMVY - 2153 EDT: Wind three four zero at twelve knots, visibility two statute miles, mist, ceiling one hundred overcast, temperature plus thirteen degrees, dew point plus thirteen degrees, altimeter two nine eight six.					
	REPORT JUST PRIOR TO ACCIDENT				DATE/TIME	
	Martha's Vineyard METAR KMVY - 2153 EDT: Wind three four zero at twelve knots, visibility two statute miles, mist, ceiling one hundred overcast, temperature plus thirteen degrees, dew point plus thirteen degrees, altimeter two nine eight six.				10/7/00 0153 UTC	
	FIRST REPORT SUBSEQUENT TO ACCIDENT				DATE/TIME	
	Martha's Vineyard SPECI KMVY - 2205 EDT: Wind three five zero degrees at fifteen knots, visibility three statute miles, mist, ceiling one hundred overcast, temperature plus thirteen degrees, dewpoint plus thirteen degrees, altimeter two nine eight seven.				10/7/00 0205 UTC	
12. ATS PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS	
	Shawn Pennington *(PN)	K90 TRACON	High Arrival			
	Chad Davidson *(IC)	MVY FCT	Local Control			
	Cindy LaRuffa *(CS)	K90 TRACON	Controller-in-charge			
	*(Operating Initials)					
13. SIGNATURE OF FACILITY CHIEF						

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 14, 2000 NAME OF REPORTING FACILITY Trenton FCT (TTN)	REPORT NO K90-TRACON-053
<small>14 CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)</small>		
<p>October 7, 2000</p> <p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> <p>0058 – N60BT requested taxi instructions for a VFR departure eastbound.</p> <p>0101 – N60BT requested and received takeoff clearance.</p> <p>0103 – N60BT departed the Class D airspace and was issued a frequency change.</p>		
<p style="text-align: center;">No More Follows</p>		

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE 10/12/00	REPORT NO. K90-TRACON-053
	NAME OF REPORTING FACILITY Providence ATCT (PVD)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT (including control or other services provided by ATS facilities, and emergency action taken.)		
<p>October 7, 2000</p> <p style="text-align: center;">ALL TIMES BELOW ARE COORINDATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> <p>0139 - The pilot of N60BT called Providence Approach Control and advised that he was thirty (30) miles west of Martha's Vineyard (MVY), at 7,500 feet, VFR, requesting an IFR clearance to MVY. Pilot was instructed to Squawk 0121.</p> <p>0140 - Providence Approach Control handed off N60BT and advised Cape Approach on the landline that N60BT just called, requested an IFR clearance, and gave K90 control of the aircraft. The Providence controller advised N60BT that he was in RADAR contact, and instructed N60BT to contact Cape Approach on 118.2.</p>		
No More Follows		

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 10, 2000	REPORT NO K90-TRACON-053
NAME OF REPORTING FACILITY Cape TRACON		

14 CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken)

October 7, 2000

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0138 – N60BT contacted the Cape Approach Control HIGH sector thirty four miles west of Martha's Vineyard, MA and requested an IFR clearance to the Martha's Vineyard Airport. The pilot was instructed to contact the Providence Airport Traffic Control Tower on frequency one three five point four as N60BT was in that facility's airspace. N60BT acknowledged.

0140 – Providence ATCT handed off N60BT to the Cape Approach Control High sector. The aircraft was still operating in VFR conditions.

0141 – N60BT contacted the Cape Approach Control High sector and requested an IFR clearance to the Martha's Vineyard Airport. The controller asked N60BT to advise when he had the Martha's Vineyard ATIS information. N60BT replied that he had information "A". The controller issued N60BT an IFR clearance to the Martha's Vineyard Airport via radar vectors. The controller instructed N60BT to descend and maintain five thousand feet, fly a heading of zero nine zero degrees and to reset his transponder to a code of zero four zero five. N60BT acknowledged.

0144 – The controller instructed N60BT to descend and maintain three thousand feet. N60BT acknowledged.

0145 – The controller informed N60BT that he would be vectored for a left downwind leg for sequencing. N60BT acknowledged.

0147 – The controller instructed N60BT to turn left to a heading of zero seven zero degrees. N60BT acknowledged.

0148 – The controller instructed N60BT to turn right to a heading of 090 degrees to widen the downwind leg. N60BT acknowledged.

0149 – The controller instructed N60BT to descend and maintain one thousand five hundred feet. N60BT acknowledged.

0149 – The controller turned N60BT left to a heading of three two zero degrees. N60BT acknowledged.

0152 – The controller turned N60BT left to a heading of two three zero degrees, instructed the pilot to maintain one thousand five hundred feet until he was established on the localizer and cleared the aircraft for the ILS runway two four approach. N60BT was four miles from the final approach fix. N60BT acknowledged and asked the controller to repeat the heading issued. The controller instructed N60BT to continue the left turn to two two zero degrees. N60BT acknowledged.

0152 – The controller asked N60BT to report established on the final approach course. N60BT advised that he would.

0153 – The controller asked N60BT if he was joining the final approach course. N60BT replied that he was. The controller instructed N60BT to contact the Martha's Vineyard tower on frequency 121.4.

0153 - The controller observed N60BT in a rapid descent outside of the final approach fix, contacted Martha's Vineyard tower and issued a low altitude alert. The controller at Martha's Vineyard tower acknowledged and issued a low altitude alert to N60BT.

0153 – The controller at Martha's Vineyard Tower advised the controller at the Cape Approach High sector that N60BT was climbing.

0157 – The controller at the Cape Approach High sector contacted the controller at Martha's Vineyard tower and asked if N60BT had landed. The controller at Martha's Vineyard tower replied that he did not see him. He then advised that N60BT was not on his frequency.

0158 – The controller at the Cape Approach High sector tried to contact N60BT numerous times. No reply was received.

No More Follows

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 14, 2000	REPORT NO. K90-TRACON-053
	NAME OF REPORTING FACILITY Martha's Vineyard FCT (MVY)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

October 7, 2000

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0153 – N60BT checked in on the ILS Runway 24 approach and was issued a low altitude alert by Martha's Vineyard Tower.

0154 – N60BT reported passing the final approach fix. N60BT was then cleared to land. N60BT acknowledged the landing clearance. No further communications were received.

0158 – N60BT crashed approximately 1.5 miles from the approach end of Runway 24.

No More Follows

K90-TRACON-053
N60BT

Section 3.
Certified Indexes and Normal Service Statements

K90-TRACON-053
N60BT

Certified Index

October 23, 2000

I hereby certify that the following originals are on file in this office.

FAA Form 8020-3
FAA Form 7230-4
BGR AFSS Form 6040-1
FAA Form 8020-6-1
Personnel Statement
Original Digital Recording
Certified Re-recordings
BGR AFSS Form 7210-3, Personnel Log
Position Logs

A handwritten signature in black ink, appearing to read "Kimberlee A. Frontain", is written over a thick black horizontal line.

Kimberlee A. Frontain
Support Specialist
Bangor AFSS

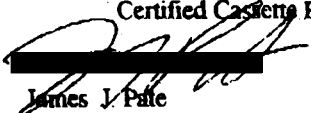
K90-TRACON-053
N60BT

CERTIFIED INDEX

OCT 11, 2000

I hereby certify that the following originals are on file in this office.

FAA Forms 8020-6-1
FAA Forms 7230-4
Personnel Logs
FAA Forms 7230-10
Transcriptions of Voice Recordings
FAA Form 8020-3
Personnel Statement
Weather Report
Original Voice Recording(s)
Certified Cassette Rerecording(s)


James J. Pale
Air Traffic Manager
Trenton ATCT

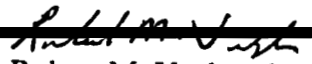
K90-TRACON-053
N60BT

CERTIFIED INDEX

October 10, 2000

I hereby certify that the following copies of records are true copies of originals which are on file in this office.

FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 7230-4
FAA Form 7230-10
FAA Form 7230-8
FAA Form 8020-3
Personnel Statements
Original Voice Recording
Certified Voice Recording
Certified Transcript of Original Voice Recording


Robert M. Vosburgh
Air Traffic Manager
Cape TRACON

K90-TRACON-053
N60BT

CERTIFIED INDEX

October 13, 2000

I hereby certify that the following copies of records are true copies of originals which are on file in this office.

FAA Form 8020-6-1
FAA Form 7230-4
FAA Form 7230-10
FAA Form 7230-7.2
FAA Form 8020-3
Personnel Statement
Original Voice Recording(s)



M. Wyatt

Air Traffic Manager
Martha's Vineyard FCT



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

Memorandum

Subject: **INFORMATION:** Normal Services
Statement; Reference Aircraft Accident;
N60BT; Martha's Vineyard, MA;
October 7, 2000

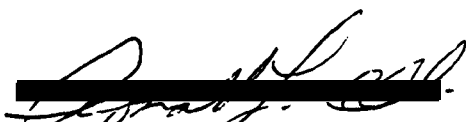
Date: October 23, 2000

From: Manager, Bangor AFSS

Reply to
Attn. of:

To: Cape Tracon

All services provided by Bangor AFSS were normal and there were no pertinent transmissions.


Ronald L. Ellis

2 Attachments
Certified Index
FAA Form 8020-6-1

RVA Inc.

*Aviation Technology
For Tomorrow*

Memorandum

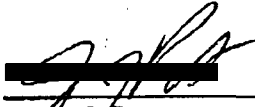
Subject: INFORMATION Normal Service Statement;
Reference Aircraft Accident; N60BT
Martha's Vinyard Ma; October 7,2000

Date: November 30, 2000

From: Air Traffic Manager,
Trenton Tower

To: Cape TRACON

All services provided by Trenton Tower were normal and there were no pertinent transmissions.



James I. Pate
Air Traffic Manager
Trenton Tower

2 Attachements
Certified Index
FAA Form 8020-6-1

K90-TRACON-053
N60BT



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

Memorandum

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

Subject: **INFORMATION:** Normal Service Statement;
Reference Aircraft Accident; N60BT; Edgartown,
MA; October 7, 2000

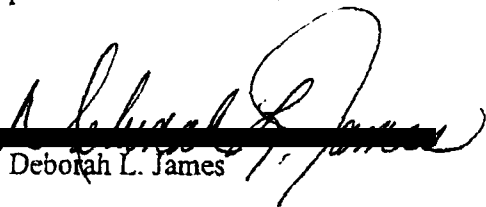
Date: December 1, 2000

From: Acting Manager, Providence ATCT

Reply to
Attn. of:

To: Cape TRACON

All services provided by Providence Approach (PVD) were normal, and there were no pertinent transmissions.


~~Deborah L. James~~
Deborah L. James

2 Attachments
Certified Index
FAA Form 8020-6-1

K90-TRACON-053
N60BT

Section 4.
FAA Form 7230-4, Daily Record of Facility Operation

N60BT

DAILY RECORD OF FACILITY OPERATION

1 of 1

DATE _____

10-06-00

LOCATION

IDENTIFICATION

TYPE FACILITY

OPERATING POSITION

CHECKED BY

Otis ANGB, MA

K90

TRACON

ALL

MANAGER

Robert M. Vosburgh

UTC

REMARKS

1000 D.WILLMAN ON,WCLC,CFPL:FAC IN SECON ALPHA BRAVO 4 AND 16.
1110 R4101 HOT SFC-2000'.
1305 ACK CORRIDOR RLSD TO GIANT KILLER.
1340 ACK CORRIDOR RTND TO K90.
1351 R. MARSH ON.
1552 6000' AND ABOVE IN AREA G1 RELEASED TO A90.
1730 ACK CORRIDOR TO GIANTKILLER.
1800 WCLC.
1814 ACK CORRIDOR TO K90.
1824 6000' AND ABOVE IN AREA G1 RETURNED TO K90.
2040 R4101 COLD.
2135 C.LARUFFA ON.
2222 OPT9991 LANDED HYA RY 15, WENT OFF RUNWAY. HYA CLOSED.
2225 OPT9991 TAXIED CLEAR OF RUNWAY ON OWN POWER.
2236 HYA OPEN.
0151 N60BT CLEARED ILS24 APCH. SWITCHED TO MVY TWR.
0157 MVY TWR ADVISES K90 THAT N60BT DID NOT LAND.
0205 ROC AND FACILITY MANAGER NOTIFIED.
0256 COB.

I CERTIFY that all entries above are correct; that scheduled operations have been accomplished, except as noted, and all abnormal occurrences and conditions have been recorded.

~~Craig J. Luby~~

K90-TRACON-053
N60BT

Section 5.
K90 Form 7230-1 Personnel Log

[illegible]

I certify all entries on this log are accurate for the time I had the watch responsibility as Area Supervisor or Controller in Charge

Initials	Signatures	On	Off	Initials	Signature	On	Off
DB	Jeff A.	0600	0950				
BH	Robert	0951	1734				
CS	Gary A. [Signature]	1735	2230	CS			

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Section 6.
FAA Form 7230-10, Position Log

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos Type	(4) DATE		
K90H	IGH	AR	100600		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) Code	(9) POSITION IDENTIFIER	(10) Position Type
1000	JM	1059	C		
1100	SO	1230	C		
1231	LO	1357	C		
1358	GL	1514	C		
1515	SO	1627	C		
1628	JM	1658	C		
1659		1859	MVY	AR	
1900	TL	1944	C		
1945		0100	MVY	AR	
0101	PN	0256	C		

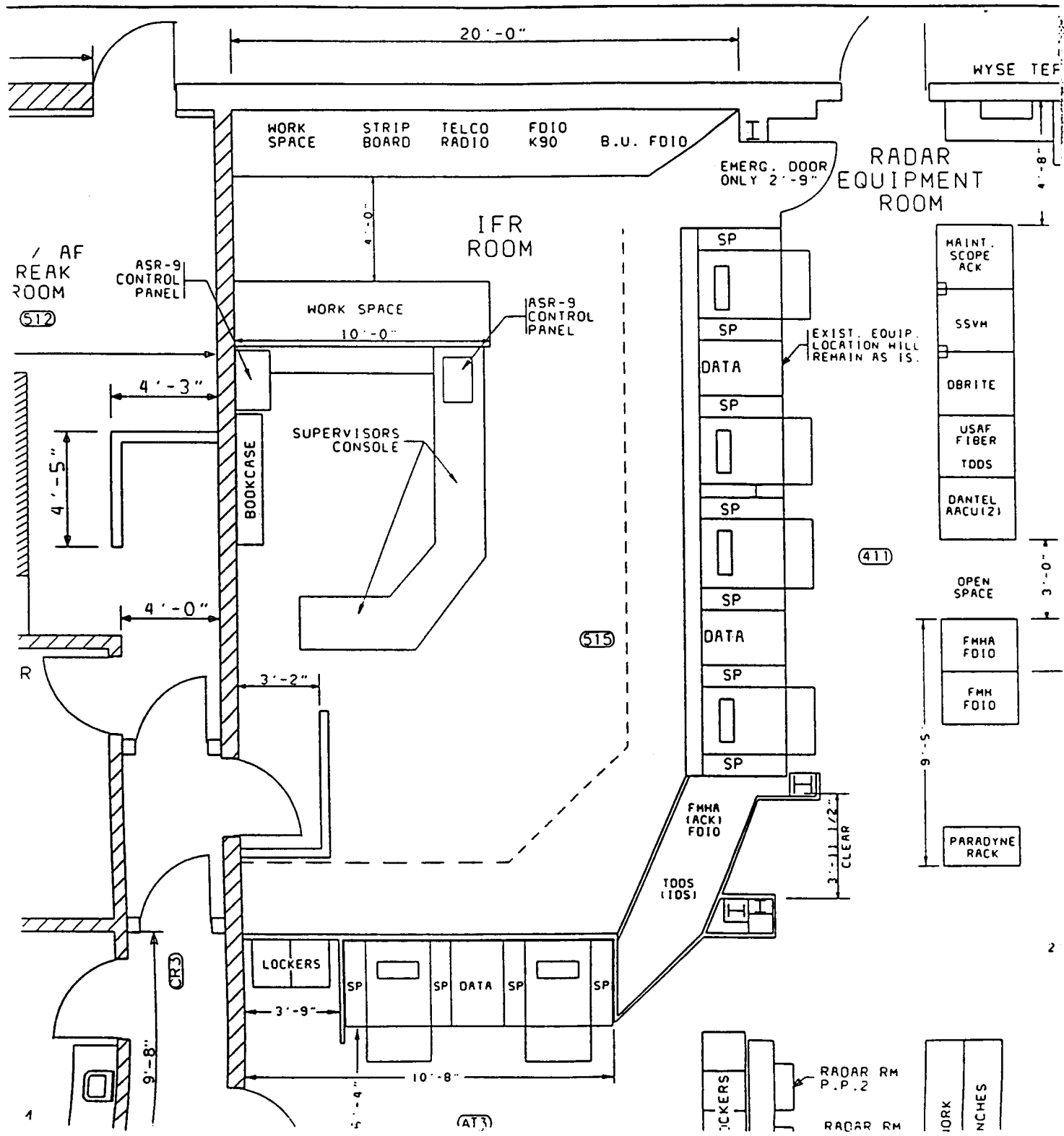
CODE:
 C - ATCS/ATA
 S - Supervisor/Staff Spec.
 T - Trainee/Developmental
 M - Trainee/Developmental Monitoring
 R - Trainee/Developmental Certification/Evaluation

N60BT

[illegible][illegible]

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N60BT

Section 7.
Facility Layout Chart



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N60BT

SECTION 8.
FAA Form 7230-7.2 (1-92), Flight Progress Strip

N60BT
MU

0405

~~50~~ ~~30~~ 15
mv4 ✓

A		

K90-TRACON-053
N60BT

SECTION 9.
Transcription of Voice Recordings



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

Memorandum

Cape Terminal Radar Approach Control
Building 130
Otis ANGB, MA 02542

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; N60BT; Martha's Vineyard, MA;
October 7, 2000 UTC

Date: November 30, 2000

From: Cape TRACON

Reply to
Attn. of:

To: Aircraft Accident File K90-TRACON-053

This transcription covers the K90 TRACON High Sector position for the time period
from October 7, 2000, 0133 UTC to October 7, 2000, 0206 UTC.

Agencies Making Transmissions

Mitsubishi N60BT
K90 TRACON High Sector
Providence ATCT
Martha's Vineyard FCT

Abbreviations

N60BT
K90
PVD
MVY

I hereby certify that the following is a true transcription of the recorded conversations
pertaining to the subject aircraft accident involving N60BT.

~~Robert M. Vosburgh~~

Robert M. Vosburgh
Air Traffic Manager
Cape TRACON

0133

0134

0135

0136

0137

0138

0138:14 N60BT ah cape approach november six zero bravo tango

0138:20	K90	november six zero bravo tango cape approach
0138:22	N60BT	hi six zero bravo tango im ah thirty four miles west of marthas vineyard ah v f r and ide like to go i f r to get into ah the vineyard on ah i l s two four if you can do that
0138:34	K90	six zero bravo tango roger whats your d m e again from the vineyard
0138:37	N60BT	ah thirty three miles right now im to the west ah heading east
0138:41	K90	bravo tango roger uh uh my airspace only starts about fifteen miles to the ah west of marthas vineyard for a pickup contact providence approach on one three five point four
0138:49	N60BT	one three five four bravo tango thanks
0139		
0140		
0140:20	K90	go ahead
0140:21	PVD	mitsubishi zero bravo tango just called me he wants an i f r into ah the vineyard
0140:25	K90	o k
0140:26	PVD	hes v f r now i'll give him to you your control
0140:27	K90	thank you p n

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0140:28	PVD	mike bravo
0141		
0141:01	N60BT	ah cape approach november six zero bravo tango
0141:04	K90	six zero bravo tango cape approach ah just let me know when you have atis information alpha at the ah vineyard expect the i f r pickup in about a mile
0141:11	N60BT	ah i have the atis alpha and i'll be ready for ya when ever youre ready
0141:41	K90	november six zero bravo tango ah you are cleared to the vineyard airport via radar vectors descend and maintain five thousand and fly heading zero nine zero
0141:49	N60BT	ah cleared to vineyard via vectors five thousand zero nine zero bravo tango
0141:55	K90	november zero bravo tango reset the transponder squawk zero four zero five
0141:58	N60BT	zero four zero five bravo tango
0142		
0143		
0143:40	K90	november zero bravo tango descend and maintain three thousand
0143:42	N60BT	three thousand bravo tango
0144		
0145		
0145:01	K90	november zero bravo tango expect vector for the left downwind ah for sequencing behind a citation

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0145:06	N60BT	bravo tango
0146		
0147:00	K90	november zero bravo tango turn left heading zero seven zero
0147:03	N60BT	zero seven zero bravo tango
0148:00	K90	november zero bravo tango turn back to the right heading zero nine zero to widen the downwind
0148:03	N60BT	zero nine zero bravo tango
0148:40	K90	november zero bravo tango descend and maintain one thousand five hundred
0148:43	N60BT	one thousand five hundred bravo tango
0149:00	K90	tower approach inbounds
0149:06	MVY	tower
0149:07	K90	four from borst execjet nine ten followed by november zero bravo tango
0149:10	MVY	whos the last one
0149:11	K90	november zero bravo tango he was just a popup i f r

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0149:13	MVY	thanks h a
0149:29	K90	november zero bravo tango turn left heading three two zero
0149:32	N60BT	three two zero bravo tango
0150		
0151		
0151:40	K90	november zero bravo tango youre four miles from borst turn left heading ah two three zero maintain one thousand five hundred till established cleared i l s two four approach
0151:48	N60BT	ah cleared i l s ah two four approach bravo tango and ah give me that heading for the left turn please
0151:53	K90	november bravo tango continue left turn heading of ah make it two two zero
0151:58	N60BT	two two zero bravo tango
0152:00	K90	november zero bravo tango report established
0152:01	N60BT	i'll report established bravo tango
0152:48	K90	an november zero bravo tango do you show yourself joining up
0152:50	N60BT	zero bravo tango its coming right in
0152:52	K90	november zero bravo tango thanks contact the vineyard tower one two one point four

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N60BT
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0152:55	N60BT	bravo tango
0153		
0153:01	K90	tower approach
0153:06	K90	tower approach
0153:09	K90	tower approach break for control
0153:11	MVY	go head
0153:12	K90	(unintelligible) eight hundred feet low altitude alert (unintelligible) three from the marker
0153:15	MVY	im sorry say again
0153:16	K90	low altitude alert zero bravo tango
0153:17	MVY	got it
0153:26	MVY	hes climbin
0153:27	K90	say again
0153:28	MVY	hes climbin
0153:29 0154	K90	thanks

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N60BT
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0155

0156

0157

0157:08 K90 tower approach

0157:10 MVY vineyard tower

0157:11 K90 yeah did he make it down o k

0157:12 MVY i dont see him

0157:13 K90 o k p n

0157:27 MVY cape vineyard ah hes not on my freq

0157:36 K90 november zero bravo tango cape approach you up

0158

0158:21 K90 november six zero bravo tango cape approach you up this
frequency by chance

0159

0200

0200:34 K90 november six zero bravo tango cape approach you up

0201

0202

0203

0204

0205

0206

End of Transcript



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

Memorandum

Cape Terminal Radar Approach Control
Building 130
Otis ANGB, MA 02542

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; N60BT; Martha's Vineyard, MA;
October 7, 2000 UTC

Date: November 30, 2000

From: Cape TRACON

Reply to
Attn. of:

To: Aircraft Accident File K90-TRACON-053

This transcription covers the K90 TRACON Controller-in-Charge position for the time period from October 7, 2000, 0152 UTC to October 7, 2000, 0207 UTC.

Agencies Making Transmissions

Martha's Vineyard FCT

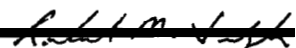
K90 TRACON Controller-in-Charge

Abbreviations

MVY

CIC

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N60BT.



Robert M. Vosburgh
Air Traffic Manager
Cape TRACON

0152

0153

0154

0155

0156

0157

0157:27

MVY

cape vineyard hes not on my freq

0157:33

CIC

say again

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N60BT

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0157:36	MVY	are you talkin to mitsubishi
0157:37	CIC	he shoulda been on you
0157:39	MVY	he was on me im not talkin to him anymore
0157:42	CIC	ya sure (unintelligible)
0157:43	CIC	not at all
0157:44	MVY	thank you
0158		
0159		
0159:14	CIC	approach
0159:15	MVY	yeah you called
0159:16	CIC	yeah you never got him
0159:17	MVY	um no im not talkin to him i got a guy goin out to the uh end of the runway to see if he can hear anything
0159:21	CIC	o k ah so you did talk to him right
0159:23	MVY	i cleared him to land
0159:24	CIC	o k

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N60BT
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0159:25	CIC	thanks
0159:26	MVY	right
0200 0200:13	MVY	cape approach vineyard tower
0200:16	CIC	cape
0200:17	MVY	im keepin the field open and ah we're gonna have people lookin for him
0200:22	CIC	ah so youre keepin the tower open we're gonna call the field closed
0200:25	MVY	alrighty thanks
0200:26	CIC	o k
0201 0201:06	CIC	cape
0201:07	MVY	yeah this is vineyard tower
0201:08	CIC	yep
0201:09	MVY	go to the last reported point on the radar that you guys saw him
0201:12	CIC	uh standby

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0201:19 CIC two mile final

0201:20 MVY thanks

0202

0203

0204

0205

0206

0207

End of Transcript

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N60BT

Midwest ATC Services, Inc.

Memo

Subject: **INFORMATION:** Partial Transcript;
Aircraft Accident; N60BT; Martha's Vineyard, MA;
October 7, 2000

Date: December 4, 2000

From: Martha's Vineyard FCT

To: Aircraft Accident File K90-TRACON-053

This transcription covers the Martha's Vineyard FCT Local Control position for the time period from October 7, 2000, 0138 UTC, to October 7, 2000, 0212 UTC.

Agencies Making Transmissions

Abbreviations

Mitsubishi Marquis N60BT
Martha's Vineyard FCT, Local Control
Cape Approach Control, Arrival
Cape Approach Control, Controller in Charge

N60BT
L/C
A/C
CIC

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N60BT:


Marvin Wyatt
Air Traffic Manager
Martha's Vineyard FCT

0138
0139
0140
0141
0142
0143
0144

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N60BT

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0145

0146

0147

0148

0149

0150

0151

0152

0153:00 N60BT ah vineyard tower november six zero bravo tango with you ah coming
in on the i l s two four

0153:06 L/C november six zero bravo tango vineyard tower report borst inbound i l
s approach two four

0153:11 L/C go ahead

0153:12 N60BT report borst inbound bravo tango i'll do that

0153:14 A/C marker

0153:15 L/C im sorry say again

0153:16 A/C low altitude alert zero bravo tango

0153:17 L/C got him

0153:18 L/C and uh six zero bravo tango approach advises low altitude alert check
your altitude immediately altimeter two niner eight seven

0153:23 N60BT bravo tango climbing up

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0153:25 L/C hes climbing

0153:28 L/C hes climbing

0153:29 A/C thanks

0154

0154:11 L/C zero bravo tango say type aircraft

0154:12 N60BT we're a mitsubishi m u two bravo tango

0154:15 L/C uh rog how long is your stay

0154:17 N60BT uh we gonna be til monday

0154:18 L/C roger

0154:45 N60BT uh bravo tango crossing borst

0154:47 L/C mitsubishi zero bravo tango runway two four cleared to land

0154:50 N60BT two four cleared to land bravo tango

0155

0156

0157

0157:09 L/C vineyard tower

0157:10 CIC did he make it down o k

0157:12 L/C i dont see him

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0157:13 CIC o k

0157:15 L/C mitsubishi zero bravo tango say position

0157:26 L/C cape vineyard ah hes not on my freq

0157:32 L/C mitsubishi six zero bravo tango how do you hear

0157:35 L/C are you talking to mitsubishi

0157:37 CIC ah he should have been on you

0157:39 L/C he was on me im not talking to him anymore do you show him on radar at all

0157:42 CIC naw

0157:43 L/C thank you
0158

0158:13 L/C mitsubishi six zero bravo tango how do you hear
0159

0159:10 L/C vineyard tower

0159:13 CIC approach

0159:14 L/C yea you call

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N60BT

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0159:15 CIC yea you never got him

0159:16 L/C ah no im not talking to him i got a guy going out to the the end of the
runway to see if he can hear anything

0159:20 CIC o k ah but you did talk to him right

0159:22 L/C i cleared him to land

0159:23 CIC o k thanks

0159:24 L/C alright
0200

0200:12 L/C cape approach vineyard tower

0200:15 CIC cape

0200:16 L/C im keeping the field open and uh we're going to have people looking
for him

0200:21 CIC uh so youre keeping the tower open we're going to call the field
closed

0200:24 L/C alrighy thanks
0201

0201:05 CIC cape

0201:06 L/C yea this is vineyard tower

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0201:07 CIC yep

0201:08 L/C what was the last reported point on the radar that you guys saw him

0201:11 CIC ah standby what was the the last time you saw a *(code)

0201:14 A/C i saw him on a two mile final then lost him

0201:17 CIC yep two mile final

0201:20 L/C thanks india charlie

0202

0203

0204

0205

0206

0207

0208

0209

0210

0211

0212

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.

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N60BT

Section 10.
FAA Form 8020-3, Facility Accident Notification Record

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

K90-TRACON-053
N60BT

Aircraft

N60BT

Date

10/7/00

The order and number of calls will be determined by the situation involved.

MARTHA'S VINEYARD AIRPORT
(Revised 4/00)

	Phone No.	Time	Initials	
			Caller	Recipient
Airport Emergency Equipment	(508) 696-1045			
Additional Emergency Equipment Vineyard FD	(508) 693-1212			
Search & Rescue CG SR Center, Boston	(617) 223-8555			
Regional Communications Center	(781) 238-7011	0205	CS	
Washington Communications Center	VIA ROC			
Airways Facility Coordinator MCC	1-800-858-2715			
Air Traffic Manager Robert Vosbough Pager Home	[REDACTED]	0210	CS	RT
Hub Manager Trishia Garrambone PVD Home Pager	(401) 528-4016 [REDACTED]	0400	GL	TG
Vineyard Tower Manager Buddy Wyatt MVY Home	(508) 693-1170 (508) 693-7022			
Vineyard Airport Manager				
NATCA Gerald Lorig Pager Home	[REDACTED]	0300	CS	GL
FSDO	VIA ROC			
National Weather Service Taunton NWS	(508) 823-1983			
State Police Sheriff's Dept	(508) 693-1212			
DCS FSS-NADIN Fax BDR AFSS	(203) 381-9538 (203) 375-2018	0415	RT	
NTSB	VIA ROC			
Up/Down Line Air Traffic Facility	as required			
Aircraft Operator	as required			
Military Operator	as required			

Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

Washington Headquarters notification shall be made through the Regional Communications Center whenever possible

• Notify only one

FAA Form 8020-3 (10/98)

K90-TRACON-053
N60BT

Section 11.
Personnel Statements

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CAPE TERMINAL RADAR APPROACH CONTROL

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73,
Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving N60BT at MVY,
at 0157 UTC. My name is SHAWN M PENNINGTON (PN). I am employed as
an ATCS by the FAA at the CAPE TRACON (K90). I was working the
HIGH position from 0101 to 0256.

Text of statement: AT 0112 N60BT CHECKED IN REQUESTING AN IFR CLEARANCE TO THE
MARTHAS VINEYARD AIRPORT.

I ASKED N60BT TO NOTIFY ME WHEN HE HAD THE ATIS AND HE INDICATED HE HAD
ATIS ALPHA. I THEN ISSUED N60BT A CLEARANCE TO THE VINEYARD AIRPORT.

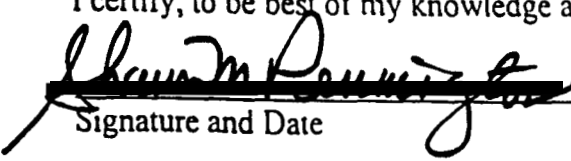
N60BT WAS VECTORED TO INTERCEPT THE LOCALIZER FOR THE ILS 24 APPROACH
FOUR (4) MILES FROM THE FAC AND CLEARED FOR THE APPROACH.

I ASKED N60BT TO REPORT ESTABLISHED ON THE APPROACH. I LATER OBSERVED
THAT N60BT APPEARED TO BE ESTABLISHED AND ASKED HIM TO VERIFY THAT HE
SHOWED HIMSELF ESTABLISHED. WHEN N60BT INDICATED THAT HE WAS JOINING
THE APPROACH, I ISSUED HIM A FREQUENCY CHANGE TO THE TOWER.

IMMEDIATELY AFTER THE FREQUENCY CHANGE, I OBSERVED N60BT IN A RAPID
DESCENT AND CALLED THE VINEYARD TOWER WITH THE LOW ALTITUDE ALERT.

THE VINEYARD TOWER CONTROLLER INDICATED THAT THE AIRCRAFT WAS
CLIMBING.

I certify, to be best of my knowledge and recollection, the above statement is correct.


Signature and Date

10/7/00

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CAPE TERMINAL RADAR APPROACH CONTROL

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73,
Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving N60BT at MVY,
at 0157UTC. My name is Cindy LaRuffa (CS). I am employed as
an ATCS by the FAA at the Cape TRACON (K90). I was working the
CIC position from 2135Z to 0256Z.

Text of statement:

I was working as CIC when I heard the CPC working the HIGH position advise MVYT that N60BT had a Low Altitude Alert. (0153) MVYT advised that "he's climbing." At 0157Z, I called MVYT to inquire if the a/c had landed. MVYT responded "He's not on my freq." I then asked the twr if they ever talked to the a/c, and the reply was "he was cleared to land." MVYT later advised that they didn't see him and that they had sent out rescue personnel.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Cindy LaRuffa 10/7/00
Signature and Date

K90-TRACON-053
N60BT

Section 12.
Weather Products

K90-TRACON-053
N60BT

ASOS OID Printout follows:

16:55:39 10/20/00 2155Z

VINEYARD HAVEN MARTHAS VIN

10/06/00 18:19:26 SPECI KMOV 062319Z 24004KT 3SM BR OVC001 18/18 A2983 RMK
A02 (IC)

10/06/00 18:39:26 SPECI KMOV 062339Z 27005KT 2SM BR OVC001 18/18 A2983 RMK
A02 (IC)

10/06/00 18:53:26 METAR KMOV 062353Z 29004KT 1 3/4SM BR OVC001 18/18 A2983
RMK A02 SLP100 6//// T01730178 10194 20178 51007 (IC)

10/06/00 19:15:26 SPECI KMOV 070015Z 36004KT 1.3SM BR OVC001 18/18 A2983
RMK A02 (IC)

10/06/00 19:53:26 METAR KMOV 070053Z 36007KT 1SM BR OVC001 15/15 A2984 RMK
A02 SLP105 T01500150 (IC)

10/06/00 20:13:26 SPECI KMOV 070113Z 36009KT 3/4SM BR OVC001 14/14 A2985
RMK A02 (IC)

10/06/00 20:34:26 SPECI KMOV 070134Z 36011KT 1SM BR OVC001 14/14 A2985 RMK
A02 (IC)

REVIEW OBSERVATION

ASOS OID Printout follows:

16:55:50 10/20/00 2155Z

VINEYARD HAVEN MARTHAS VIN

10/06/00 20:53:26 METAR KMOV 070153Z 34012KT 2SM BR OVC001 13/13 A2986 RMK
A02 SLP113 T01330123 (IC)

10/06/00 21:05:26 SPECI KMOV 070205Z 35015KT 3SM BR OVC001 13/13 A2987 RMK
A02 (IC)

10/06/00 21:19:26 SPECI KMOV 070219Z 36011G17KT 4SM BR OVC003 13/13 A2986
RMK A02 CIG 001V006 (IC)

10/06/00 21:53:26 METAR KMOV 070253Z 34009KT 9SM BKN003 OVC018 13/13 A2986
RMK A02 SLP111 T01260126 50012 (IC)

10/06/00 22:00:26 SPECI KMOV 070300Z 34008KT 10SM SCT005 OVC020 13/12
A2986 RMK A02 (IC)

10/06/00 22:53:26 METAR KMOV 070353Z 35006KT 10SM OVC033 13/13 A2987 RMK
A02 SLP113 T01330126 (IC)

10/06/00 23:53:26 METAR KMOV 070453Z 34007KT 10SM BKN047 OVC070 14/12
A2989 RMK A02 SLP121 T01390122 402060126 (IC)

REVIEW OBSERVATION

I certify that this is a true copy of the original which has been forwarded to the
National Weather Service Records Center.


Marvin Wyatt