

SUBJECT: Tape Transcript for N4975S

RECORDING FACILITY: Dover AFB Control Tower

LIST OF FACILITIES AND CONTROL POSITIONS:

Local Control - LC

Ground Control - GC

Airfield 3 - AF3

Approach Assist - ASSIST

Approach Control - APP

Airfield Operations - AMOPS

Fire Department - FS

Chief 2 - C2

Golf 1 - G1

FREQUENCY/LANDLINE/POSITION RECORDED: 126.35, 118.875, Local Control, Ground Control, Tower/RAPCON Shout and Ring Line, AMOPS Ring Line, Fire Department Ring Line, and Crash Phone

DATE/TIME: 13 JANUARY 2013, 23:31:42Z – 00:21:19Z

SOURCE OF TIME ENTRIES: Dover Digital Audio Legal Recorder

#### LOCAL CONTROL

23:31:00 - RCH968: Tower good evening. RCH968 with you uh on the glideslope uh 9 miles out gear down for the ILS Runway 01.

23:31:52 - LC: RCH968 heavy, good evening, Runway 01 wind 350 at 3 cleared to land.

23:35:58 - RCH968: Cleared to land RCH968 heavy.

23:32:56 - LC: RCH968 heavy are you on a standard or CAT II ILS?

23:33:00 - RCH968: RCH968 heavy we are on standard.

23:33:02 - LC: Roger.

23:33:11- APP (Tower/RAPCON shout line): Approach shout line transition.

23:33:13 - LC (Tower/RAPCON shout line): Go ahead ma'am.

23:33:14 - APP (Tower/RAPCON shout line): 15 miles south of the field N4975S, PA-28, 2000 feet northbound.

23:33:20 - LC (Tower/RAPCON shout line): Uh, northbound transition approved, Sierra Bravo.

23:33:22 - APP (Tower/RAPCON shout line): D - E.

23:35:20 - LC: RCH695 heavy correction 69 uh, 968, turn left when able, contact ground when off.

23:35:27 - RCH968: Left turn when able, contact ground RCH968.

AMOPS/APP/APP ASSIST/LOCAL CONTROL

23:35:36 - LC: RCH 968 heavy uh say flight conditions on final.

23:35:43 - RCH968: RCH uh 968 we broke out about uh 400 feet on final.

23:35:48 - LC: Roger and uh say vis.

23:35:53 - RCH968: Uh visibility about uh say one mile.

23:35:58 - LC: Roger, thanks, good day.

23:36:39 - LC: \*\*\*.

23:36:42 - AMOPS (AMOPS ring line): Go ahead tower.

23:36:43 - LC (AMOPS ring line): Arrival RCH968 at 36.

23:36:46 - AMOPS (AMOPS ring line): 968 at 36, Papa November.

23:36:47 - LC (AMOPS ring line): Sierra Bravo.

23:36:51- APP (Tower/RAPCON shout line): Approach.

23:36:52 - LC (Tower/RAPCON shout line): PIREP C-5 landing at Runway 01 at 2335 reported 400 foot ceiling and uh 1 mile visibility, Sierra Bravo.

23:37:00 - APP (Tower/RAPCON shout line): Copy D-E.

23:41:57 - APP (Tower/RAPCON shout line): Approach, Tower on the shout.

23:42:01 - LC (Tower/RAPCON shout line): Tower.

23:42:02 - APP (Tower/RAPCON shout line): Is the C-5 down? Might have an emergency inbound.

23:42:00 - LC (Tower/RAPCON shout line): Affirmative he's down.

23:42:08 - APP (Tower/RAPCON shout line): Roger, Charlie Foxtrot.

23:42:09 - LC (Tower/RAPCON shout line): Sierra Bravo.

23:42:40 - ASSIST (Tower/RAPCON shout line): Tower, Approach on the shout emergency inbound.

23:42:44 - LC (Tower/RAPCON shout line): Tower.

23:42:45 - ASSIST (Tower/RAPCON shout line): 8 North of the field N4975S he's a PA-28 1,500 now looking for the visual 19 I think.

23:42:52 - LC (Tower/RAPCON shout line): OK we got the uh lights, we'll step them up to 5 in just a second.

23:42:57 - ASSIST (Tower/RAPCON shout line): Roger.

23:42:58 - LC (Tower/RAPCON shout line): You going to vector him all the way to the Runway or?

23:42:59 - ASSIST (Tower/RAPCON shout line): I have no idea.

23:43:00 - LC (Tower/RAPCON shout line): Okay.

23:43:01 - ASSIST (Tower/RAPCON shout line): Charlie Foxtrot.

23:43:02 - LC (Tower/RAPCON shout line): Sierra Bravo.

23:43:35 - LC (Tower/RAPCON shout line): Approach, Tower just to verify that the nature of emergency is poor weather?

23:43:39 - APP (Tower/RAPCON shout line): Low fuel.

23:43:40 - LC (Tower/RAPCON shout line): Low fuel.

23:43:41 - APP (Tower/RAPCON shout line): I mean I think he's out of fuel.

23:43:43 - LC (Tower/RAPCON shout line): Oh, Sierra Bravo.

23:43:43 - APP (Tower/RAPCON shout line): Charlie Foxtrot.

23:43:49 - LC: Attention all aircraft Dover Altimeter 3004.

23:44:48 - APP (Tower/RAPCON shout line): Tower, Approach.

23:44:50 - LC (Tower/RAPCON shout line): Go ahead sir.

23:44:50 - APP (Tower/RAPCON shout line): Looks like he's going to 14 now.

23:44:51 - LC (Tower/RAPCON shout line): Alright yep, I got to just crank the lights up.

23:44:53 - APP (Tower/RAPCON shout line): Charlie Foxtrot.

23:44:53 - LC (Tower/RAPCON shout line): Sierra Bravo.

23:44:57 - LC (Tower/RAPCON shout line): Approach, Tower let him know we have no PAPIs we got \*\*\*.

23:45:01 - APP (Tower/RAPCON shout line): He knows.

23:45:01 - LC (Tower/RAPCON shout line): Sierra Bravo.

23:45:10 - N4975S: Dover, Tower, seven five sierra.

23:45:17 - LC: November seven five sierra, Dover Tower Runway 14 Report the Runway insight we got the lights stepped up to 5.

23:45:25 - N4975S: Am I heading right into it?

23:45:30 - LC: Seven five sierra, affirmative it looks like you're on a one eighty the Runway is going to be slightly to your left about twenty, appears twenty degrees.

23:45:47 - LC: Seven five uh sierra if you head due south right now you'll come up right up to the approach end 14.

23:46:12 - LC: And seven five sierra it looks like your headed towards Runway 19.

23:46:20 - APP (Tower/RAPCON shout line): Tower, Approach Shout line.

23:46:23 - LC (Tower/RAPCON shout line): Tower.

23:46:24 - APP (Tower/RAPCON shout line): Are you talking to the guy, did he land?

23:46:26 - LC (Tower/RAPCON shout line): I talked to him, I couldn't get anything out of him.

23:46:29 - APP (Tower/RAPCON shout line): Roger, D-E.

23:46:32 - LC: November seven five sierra, Dover Tower.

23:46:52 - LC: Cherokee seven five sierra, Tower, no response.

23:47:02 - LC: November seven five sierra, Dover Tower if you can hear me respond.

23:47:04 - LC: Seven five sierra the last known position I had for you was 3 miles North.

23:48:04 - LC (ring line): Tower.

23:48:05-AMOPS (AMOPS ring line): What's the ETA on that IFE?

23:48:06 - LC (AMOPS ring line): Um we lost his target and he's not responding.

23:48:10 - AMOPS (AMOPS ring line): Um copy Papa November.

## CRASH PHONE/AMOPS/GROUND CONTROL

23:43:18: Crash Net activated (ringing).

23:43:43 - AMOPS (crash phone): AMOPS on.

23:43:44 - GC (crash phone): Stand by.

23:43:45 - Fire (crash phone): Fire's on.

23:43:51 - GC (crash phone): Flight is not on, this is Dover Ground with an In Flight Emergency. Call sign N4975S, He's a PA-28. He is low fuel emergency Landing Runway 19 uh wind is 340 at 3, Fire Department do you have any questions?

23:44:10 - Fire (crash phone): Ok what was the call sign again?

23:44:12 - GC (crash phone): N4975S.

23:44:15 - Fire (crash phone): He's uh PA-28?

23:44:17 - GC (crash phone): PA \*\*\* Yes Sir. PA-28.

23:44:19 - Fire (crash phone): And uh how many souls on board?

23:44:22 - GC (crash phone): And uh that's all the information I have at this time.

23:44:24 - Fire (crash phone): Okay, uh Fire Department no further question, Golf Victor.

23:44:29 - GC (crash phone): AMOPS, do you have any further questions? Say again.

23:44:34 - AMOPS (crash phone): Negative, Papa November.

23:44:35 - GC (crash phone): All right, Golf Hotel in the tower, secure the net.

23:45:01 - GC: Airfield 3 Dover Ground. I need you to exit the airfield sir.

23:45:05 - AF3: I'm off the controlled movement area.

23:45:12 - GC: Airfield 3 Roger.

23:46:06 - GC: Dover Crash, Dover Ground.

23:46:57 - GC: Dover Crash, Dover Ground.

23:47:05 - ?:\*\*.

23:47:08 - GC: Dover Crash, Dover Ground.

23:47:13 - C2: Dover Ground, this is Chief 2, go ahead.

23:47:17 - GC: Chief 2, we lost sight of the aircraft about 2 miles away from the airport and he was supposed to landing Runway 14 but uh dropped off our scope.

23:47:32 - C2: Chief 2 copies. Do you have any contact with that aircraft at this time?

23:47:48 - C2: Dover Ground, Chief 2, \*\*\* Uh landed.

23:47:49 - G1: Dover Ground, Golf 1.

23:47:56 - GC: Golf 1, Standby.

23:47:59 - GC: Chief 2, Dover Ground, uh I we lost sight of him about mile and half uh northwest of the uh airfield and we, he dropped off the scope I haven't gotten eyes on him yet.

23:48:15 - C2: Chief 2 copies, he was landing Runway 14.

23:48:20 - GC: Chief 2, yeah he changed course he was coming to Runway 14 and we do not have the visual on him yet.

23:48:30 - C2: All crash vehicles set up for Runway 14.

23:48:39 - C6: Dover Ground crash 6 would like permission onto bravo for Fire Station One.

23:48:45 - GC: Crash 6, precede on taxiway Bravo hold short of all runways.

23:49:09 - C2: Chief 2 understands, staying at the station.

23:49:28 - C2: Chief 2, we're gonna stay here at midfield, main ramp.

23:49:35 - GC: Chief 2 say again. Chief 2 Dover Ground Say again.

23:49:45 - C2: Dover Ground, Chief 2 \*\*\*.

23:49:52 - GC: Chief 2 Dover Ground, it appears he probably crashed somewhere around Dover Downs possibly.

23:50:01 - C2: Say the aircraft is down at this time?

23:50:11 - GC: Chief 2 say again.

23:50:15 - C2: You say aircraft is down at this time.

23:50:19 - GC: Chief 2 negative if he crashed he possibly crashed uh around Chandelle somewhere. But we do not have visual on the aircraft at this time.

23:50:36 - C2: Chief 2 copies.

23:51:10 - FS(Fire Department ring line): Fire Station.

23:51:11 - GC (Fire Department ring line): Hey sir, did anyone call uh 9-1-1? About an aircraft possibly crashing?

23:51:15 - FS (Fire Department ring line): Nope.

23:51:16 - GC (Fire Department ring line): Is uh it's possible aircraft crashed around Chandelle south of Chandelle.

23:51:21 - FS (Fire Department ring line): And where is Chandelle?

23:51:22 - GC (Fire Department ring line): Uh it just north of the airfield.

23:51:24 - FS (Fire Department ring line): Okay about when did he call up?

23:51:26 - GC (Fire Department ring line): About a mile or 2 North of the airfield but we need to get somebody out there because he dropped off our scope about and mile and half north. Zero fuel so we need uh but we do not have eyes on him at this time.

23:51:37 - FS (Fire Department ring line): So do you need me to call down town and let them know?

23:51:40 - GC (Fire Department ring line): Yeah.

23:51:41 - Fire (Fire Department ring line): Chandelle?

23:51:41 - GC (Fire Department ring line): Yeah Chandelle airport south east of Chandelle.

23:51:45 - FS (Fire Department ring line): Chandelle Airport?

23:54:46 - GC (Fire Department ring line): Yeah.

23:54:47 - FS (Fire Department ring line): Okay I will call them.

23:51:51 - FS (Fire Department ring line): Chief 2 to Dispatch Did you copy all the TX from the Tower. Tower just advised me to call uh Kent Center for the possible crash at Chandelle Airport.

23:52:10 - C2: Copy, Chief 2 will stand by for further information.

23:53:14 - GC: Tower.

23:53:15 - FS (Fire Department ring line): Yeah Kent Center hasn't gotten any calls on it they don't any reports at all of aircraft down.

23:53:21 - GC (Fire Department ring line): All right \*\*\*.

23:53:23 - FS (Fire Department ring line): So, basically he just dropped off your RADAR screen and that's all you know.

23:53:25 - GC (Fire Department ring line): Well he was low fuel emergency with pretty much zero fuel coming in.

23:53:30 - FS (Fire Department ring line): Did you see any smoke or anything like that off of the horizon?

23:53:32 - GC (Fire Department ring line): Our visibility is pretty much half a mile if not worse, we have no visibility up here, I can barely see the vehicles.

23:53:36 - FS (Fire Department ring line): Okay, well I'll let Kent know and they haven't gotten any reports.

23:53:41 - GC (Fire Department ring line): Alright, he was coming into Runway 19 originally. He changed to Runway 14 because it would be closer, got about a mile a mile and a half north of the airport and he dropped off our scope and we haven't talked to him since and we do not have visual.

23:53:55 - FS (Fire Department ring line): Alright, well let me see what Chief 2 wants to do then.

23:53:57 - GC (Fire Department ring line): Alright, thank you.

23:53:57 - FS (Fire Department ring line): Alright bye.

23:54:14 - G1: Dover ground Golf 1.

23:54:16 - GC: Golf 1, Dover ground.

23:54:21 - G1: Ground that aircraft with the emergency uh, callsignPAT145 you have an ETA on him?

23:54:30 - GC: Golf 1, pat 1 was not the emergency. The call sign for the emergency aircraft was N4975S and he dropped off our scope about a mile, a mile and a half north of the airfield and we do not have visual on him and we are not talking to him at this point.

23:54:38 - G1: golf 1 copies, thank you Ground.

23:54:42 - GC: No problem.

23:55:42 - GC: Airfield 3, Dover Ground.

23:55:42 - GC (Fire Department ring line): Tower.

23:55:42 - FS (Fire Department ring line): Yeah, chief 2 says we gonna go ahead and terminate the emergency then, cause we don't know where the aircraft is \*\*\*.

23:55:50 - GC (Fire Department ring line): We gonna have them do a runway sweep, can you just have him hold on?

23:55:52 - FS (Fire Department ring line): I'll talk to him.

23:55:53 - GC (Fire Department ring line): Okay, alright thank you.

23:55:57 - GC: Chief 2, Dover Ground.

23:56:00 - C2: Chief 2, we're going to go ahead and terminate the in-flight emergency at this time.

23:56:06 - GC: Chief 2, we're gonna have them do a runway sweep just to make sure he uh he's not on or near the approach end of the runway, can you guys just hold on for a moment?

23:56:16 - C2: Chief 2 copies, all crash crews stand-by on your current location. They're gonna do a sweep of the runway to make sure the plane is not down\*\*\*.

23:56:29 - AM (AMOPS ring line): Go ahead Tower.

23:56:31 - GC (AMOPS ring line): hey, can you send uh Airfield 3 to do an immediate uh runway sweep for us please?

23:56:34 - AM (AMOPS ring line): Yes, did that aircraft land?

23:56:36 - GC (AMOPS ring line): Uh, we lost sight of him and we're not talking to him, we don't have visual on him so we need a runway sweep immediately.

23:56:42-AM (AMOPS ring line): Yes.

23:56:42 - GC (AMOPS ring line): Thank you.

23:56:42 - AM (AMOPS ring line): Papa November.

23:56:44 - GC (AMOPS ring line): Roger, G-H.

23:58:11 - AF3: Ground, Airfield 3.

23:58:11 - GC: Airfield 3 Dover ground, proceed onto taxiway Delta onto runway 14, uh, westbound and be careful for possible aircraft.

23:58:29 - AF3: Okay, proceed on runway 14, uh, towards the northwest, is that correct?

23:58:35 - GC: Airfield 3 that's affirmative, towards the approach end of runway 14. The aircraft we lost sight of him about a mile and a half north of the airfield. He was coming into runway 14 and that was probably 10 minutes ago. We do not have visual on him and we are not talking to him at this time.

23:58:52 - AF3: Airfield 3 is on Delta taxiway and I'm about to enter runway 14.

23:59:00 - GC: Airfield 3 copy, I'll have eyes on you probably till past Charlie and then I'll probably, then I won't be able to see you.

23:59:05 - AF3: Roger.

23:59:42 - GC: Airfield 3 how's your visibility on the ground sir?

23:59:44 - AF3: Uh, I can see uh, 20 edge lights uh, at least 20 edge lights all the way down. I don't know uh, I'm gonna say half a mile.

23:59:55 - GC: Roger.

00:02:33 - AF3: Ground, Airfield 3, I'm at the very end of the under run of runway 14. \*\*\*.

00:02:49 - GC: Airfield 3 roger, do you have an aircraft in sight out there sir?

00:02:52 - AF3: Uh, nothing but the uh C17's on the ramp.

00:02:59 - AF3: Is it possible he rolled through midfield or \*\*\*?

00:03:05 - GC: Airfield 3, It's possible he could have came into runway 19. We need you to sweep runway 19 as well but like I said he dropped off our scope about a mile and a half north of the airport south of Chandelle.

00:03:19 - AF3: Well I don't know what you have for other traffic, uh, what would you like me to do? Continue and uh check this runway out, or, uh, off at 19.

00:03:31 - GC: Airfield 3, I'm gonna need you to check runway 19 for me.

00:03:36 - AF3: Airfield 3 I'll be exiting at taxiway Charlie from this runway at taxiway Charlie and I'll call you prior to runway uh runway 19.

00:03:46 - GC: Airfield 3 roger.

00:04:24 - GC: Chief 2 Dover Ground,...Chief 2 Dover Ground.

00:04:34 - C2: Go ahead Ground.

00:04:37 - GC: Chief 2, uh, the aircraft is not on runway 14 at the approach end we're going check runway 19.

00:04:44 - AF3: Ground Airfield 3 is off 14, 32 on taxiway Charlie.

00:04:51 - GC: Airfield 3 proceed on runway 19.

00:04:55 - AF3: It will be a minute or two before I can get to it, I'm on Charlie right now.

00:05:01 - GC: Airfield 3 roger, proceed on runway 19 full length report when on runway 19.

00:05:04 - AF3: Airfield 3, uh, I'll call you when I'm on 19.

00:06:13 - C2: Dover ground, Chief 2.

00:06:17 - GC: Chief 2, Dover Ground.

00:06:20 - C2: Are you in contact with any other airports to see if it landed there?

00:06:30 - GC: Chief 2 we have not talked to any aircraft since we last talked to the guy coming in.

00:06:40 - C2: Have you made any contact with any airports in the \*\*\*?

00:06:42 - AF3: Ground, Airfield 3 is entering the under run to runway 19.

00:06:49 - GC: Airfield 3 roger, hold short runway 32.

00:06:51 - AF3: Airfield 3 will hold short runway 32.

00:06:55 - GC: Chief 2 say again sir, you got stepped on.

00:07:05 - C2: Do you have any contact with any airports in the area to see if he landed at any other airport?

00:08:01 - AF3: Ground if you don't need the uh lights, centerline and edge lights, if you don't need them up operationally, can you bring them down a couple of notches?

00:08:14 - GC: Airfield 3 stand-by.

00:08:16 - AF3: If you have to keep them up that's fine I understand but, uh, if you don't it makes it a lot easier to, uh, take a look.

00:08:24 - GC: Airfield 3, Ground I've got to leave them up at this time sir.

00:08:25 - AF3: Very good then.

00:09:48 - AF3: Ground, Airfield 3 on, uh, runway 19 would like to cross, uh, runway 14, 32.

00:09:54 - GC: Airfield 3, cross runway 14 at runway 1, report when off.

00:09:59 - AF3: Airfield 3 \*\*\* off runway 1.

00:10:48 - AF3: Ground Airfield 3, I'm across runway 14, 32.

00:10:53 - GC: Airfield 3 roger.

00:12:46 - AF3: Ground, uh, Airfield 3 is off of runway 1, 19, uh, on taxiway Echo. Would like to, uh, get on runway 32.

00:12:57 - GC: Airfield 3, copy, is runway 19 cleared sir?

00:13:01 - AF3: Uh, nothing observed on runway 1/19 uh, as far as I'm concerned you can resume normal ops.

00:13:09 - GC: Airfield 3 roger, uh, hold short of runway 32, reporting holding short.

00:13:13 - AF3: Airfield 3 I'll call you holding short, I'm holding short now of both runways on taxiway Echo.

00:13:18 - GC: Roger.

00:14:34 - AF3: Airfield 3 is holding short 32 at Echo.

00:14:59 - GC: Airfield 3 proceed on runway 14 and hold short runway 1 and just to let you know we do have a heavy C-17 inbound about 6 miles to fly.

00:14:49 - AF3: Which runway?

00:14:50 - GC: Sorry about that, Gulf 3, 6 miles to fly.

00:14:54 - AF3: Gulfstream 3, 6 miles to fly to which runway.

00:14:57 - GC: Airfield 3, he's coming into runway 19, reporting holding short runway 1.

00:15:02 - AF3: Understanding runway 19, I'll pass on 32, I'll hold short runway 1/19.

00:15:09 - GC: Airfield 3, I told you wrong, he's coming into runway 1. Report holding short runway 1.

00:15:14 - AF3: Okay runway 1 and I will call holding short runway 1, 19.

00:16:11 - GC (Fire Department ring line): Tower.

00:16:12 - FS (Fire Department ring line): Yeah, uh, Kent center would like you to give them a call cause they know if you got an ELT from the aircraft. Like a transmitter where it might be down cause they're thinking about calling through Coast Guard.

00:16:21 - GC (Fire Department ring line): Okay, can you give me a phone number please?

00:16:22 - FS (Fire Department ring line) Yep, 734-6040.

00:16:27 - GC (Fire Department ring line): 734 say again.

00:16:29 - FS (Fire Department ring line): 6040.

00:16:31 - GC (Fire Department ring line): 6040. Roger I'll give them a call, bye.

00:17:39 - G1: Dover Ground, Golf 1.

00:17:44 - GC: Golf 1, Dover Ground.

00:17:47 - G1: Ground, the aircraft that just did a full stop can you give me type aircraft and intentions please?

00:17:55 - GC: Golf 3 he is a Gulf 3, call sign N30WR, Gulf 3 he is exiting at Charlie at this time.

00:18:09 - GC: Golf 3 he is exiting at Charlie at this time.

00:18:11 - G1: Ground this is Golf 1, uh, I understand is he coming to parking and does he need transient assistance?

00:18:16 - N30WR: Dover Ground 30WR exiting at Charlie going to civil air terminal.

00:18:21 - GC: Golf 3 stand-by.

00:18:24 - GC: N30WR, Dover Ground, uh, report being off of runway1.

00:18:35 - N30WR: N30WR copy off 1.

00:18:40 - GC: N30WR, say parking spot, sir.

00:18:44 - N30WR: Civil aviation, the civil air terminal and uh, we will be turning left here Charlie to Bravo to the civil air auditorium.

00:18:57 - GC: N0WR roger report when off taxiway Bravo.

00:18:58 - AF3: Ground, Airfield 3, holding short of runway 32 would like to cross runway 1 and exit at Delta.

00:19:06 - GC: Airfield 3 continue holding short of runway 1 for inbound aircraft 2 miles out.

00:19:11 - AF3: Airfield 3 holding short of runway 1.

00:19:38 - GC: Airfield 3 verify holding short of runway 1.

00:19:41 - AF3: Airfield 3 will verify again that I am holding short of runway 1.

00:19:44 - GC: Thank you sir.

00:20:19 - GC: N0WR report when off taxiway Bravo sir.

00:20:23 - N30WR: 3WR we're exiting at this time.

00:20:28 - GC: Copy sir, thank you.

00:20:39 - GC: Chief 2, Dover Ground, all runways are cleared at this time.

00:20:50 - AF3: Ground, Airfield 3 would like to cross runway 1 at, uh, 32.

00:21:00 - GC: Airfield 3 cross runway 1 at runway 14/32.

00:21:04 - AF3: Airfield 3 crossing runway 1.

00:21:13 - AF3: And, uh, you can resume normal operation runway 14/32.

00:21:19 - GC: Airfield 3 roger.

**END OF TRANSCRIPT**

I certify this to be a true and exact transcript of the original recording on file at Dover AFB.

//SIGNED//

BRENT E. SARGENT, SrA, USAF  
Air Traffic Control Journeyman, Tower

//SIGNED//

MARK D. PAROAN, MSgt, USAF  
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