



Federal Aviation Administration

Memorandum

Date: February 18, 2009
To: Aircraft Accident File P31-TRACON-0060
From: Atlanta Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N428DC
Milton, FL, January 12, 2009

This transcription covers the Atlanta Air Route Traffic Control Center (ARTCC) 03 RA position for the time period from January 12, 2009, 0114 UTC, to January 12, 2009, 0152 UTC.

Agencies Making Transmissions

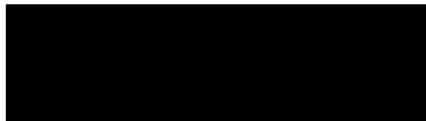
PIPER P46T, N428DC
ATLANTA ARTCC, GADSDEN SECTOR RADAR
AIR MOBILITY COMMAND (AMC), RCH3113
NORTHWEST ORIENT AIRLINES INC., NWA939
DELTA AIR LINES, INC., DAL65
DELTA AIR LINES, INC., DAL1535
ATLANTA ARTCC, GADSDEN SECTOR RADAR
ASSOCIATE
MEMPHIS ARTCC, HAMILTON SECTOR
UNKNOWN
ATLANTA ARTCC, MONTGOMERY SECTOR RADAR
BIRMINGHAM ATCT, SATELLITE EAST SECTOR
AMERICAN AIRLINES INC., AAL1829
BEECHCRAFT BE58, N77Y

Abbreviations

N428DC
03R
RCH3113
NWA939
DAL65
DAL1535

03RA
HAB
UNKNWN
13R
BHM
AAL1829
N77Y

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N428DC.



George D. Gaston
Quality Assurance Program Specialist
Atlanta ARTCC

0114
(0115-0118)

0119

0119:54 N428DC center meridian four two eight delta charlie with you
two four zero

0119:58 03R november four two eight delta charlie atlanta center
0120 roger

0120:01 N428DC and uhm severe chop at two four oh

0120:04 03R uhm i'm sorry say again

0120:05 N428DC moderate to severe turbulence at two four oh

0120:08 03R roger uh what altitude would you like would you like to
descend

0120:12 N428DC uh hang just (unintelligible)

0120:31 RCH3113 atlanta center reach thirty one thirteen level three
four zero

0120:35 03R reach thirty one thirteen atlanta center roger

0120:38 03R other aircraft i was off line say again

0120:42 NWA939 northwest nine thirty nine wondering where that mod
report of severe turbulence was

0120:45 03R that's at flight level two four zero north of gadsden

0120:49 NWA939 thank you
0121
0122

0122:19 03R delta sixty five say your speed and climb

0122:23 DAL65 two ninety

0122:24 03R roger

0122:31 DAL1535 atlanta center delta fifteen thirty five at one eight
zero for three three zero

0122:35 03R delta fifteen thirty five atlanta center do not exceed
two hundred ninety knots climb and maintain flight level
three three zero

0122:41 DAL1535 two ninety up to three three zero that's fifteen thirty five

0122:45 N428DC atlanta meridian four two delta charlie requesting emergency descent

0122:48 03R november eight delta charlie roger uh go ahead and descend and we'll try and work it out for ya

0122:53 N428DC *(i got em) my wind shield is cracking

0122:56 03R roger descend
0123

0123:01 03RA hamilton three one

0123:03 03R november four two eight delta

0123:06 HAB hamilton

0123:07 03RA uhm north of gadsden four two eight delta charlie i sent you a tag is declaring an emergency has cracked windshield and is going straight down

0123:14 HAB november eight delta charlie point out approved n s

0123:16 03RA *(alright)

0123:16 HAB v s

0123:25 N428DC (unintelligible)

0123:28 03R november eight delta charlie yes sir descend and maintain six thousand if you need lower than that advise do you need to divert to another airport

0123:53 UNKNWN that's not the same guy that experienced the severe turbulence was it

0123:56 03R yeah it was the same guy that didn't want to leave it
0124

0124:01 N428DC (unintelligible)

0124:04 03R i'm sorry sir that was unreadable try one more time
please

0124:14 UNKNWN i think he said *(he has) a broke windshield

0124:17 03R yeah i think that's uh what we're trying to figure out

0124:21 UNKNWN are they north of jackson

0124:23 03R north of gadsden

0124:27 UNKNWN is that near vulcan

0124:29 03R it's northeast of there and if that's southwest he's
northeast he's about your one ta two o'clock and about
twenty miles

0124:40 N428DC and we're going down to descending down to
(unintelligible)

0124:45 03R november eight delta charlie yes sir maintain six
thousand

0124:48 N428DC (unintelligible) door
0125

0125:03 UNKNWN sounds like he said he lost his door too

0125:04 03R yeah it sounded like it

0125:39 13R go ahead sector three this is sector twelve

0125:40 03RA alright eight delta charlie we're having a hard time
communicating with him right now uhm we're going to try
to get him into gadsden or such they think he's lost his
door as well as his windshield

0125:49 13R okay eight delta charlie eight delta charlie he is point
out approved and i uh don't have anybody out there

0125:54 03RA alright thank you

0125:54 13R n c
0126

0126:13 N428DC (unintelligible)---*(looks like my) windshield has gone
into my (unintelligible)

0126:19 03R eight delta charlie roger

0126:20 03R eight delta charlie the gadsden airport it's at uh ten
o'clock and fifteen miles birmingham airport is at one
o'clock and about thirty miles sir

0126:40 03RA east thirty four line gadsden arrival

0126:42 BHM east

0126:44 03RA we have an emergency north of gadsden fifteen miles out
of seventeen thousand feet he's going to six now we're
trying to work him into gadsden declaring an emergency
lost a windshield and a door

0126:52 BHM alright radar contact eight delta charlie is it

0126:54 03RA yeah eight delta charlie just keep an eye on him we're
gonna keep him on our frequency here to see if he can't
get the airport in sight

0126:57 N428DC (unintelligible) we have about three hours of fuel on
board (unintelligible)

0126:59 BHM alright *(t k)

0127:00 03RA (unintelligible)

0127:03 03R eight delta charlie roger

0127:05 N428DC heading about here (unintelligible) good copy

0127:14 N428DC (unintelligible) we pointed toward the ocean toward the
gulf

0127:21 UNKNWN your going towards the gulf now you say

0127:34 UNKNWN state your intentions

0127:40 N428DC i'm bleeding profusely i'm gonna go ahead and point the aircraft at the gulf we have three hours of fuel left we're losing altitude (unintelligible)

0127:50 03R november eight delta charlie we've got the gadsden airport at your ten o'clock if you'll pick up a heading of one six zero if you can do that the gadsden airport is at your uhh ten o'clock and it is fifteen miles sir

0128

0128:09 03RA east thirty four

0128:11 BHM east

0128:12 03RA alright this guy said he's bleeding profusely we can't really talk to him we're going through someone else we're trying to divert him into gadsden but he may need you know someone in that general area if you can keep an eye on him you see him (unintelligible) where ever he's coming down near we're gonna try to guide him into gadsden as best we can he's gonna need all the emergency equipment you can get

0128:30 BHM gotcha

0128:31 03RA thank you

0129

0129:02 03R american eighteen twenty nine contact memphis center one three four point seven seven

0129:07 AAL1829 one thirty four seven seven (unintelligible) are you still in contact with that other guy delta charlie

0129:12 03R yeah we well we've got him in good radar we uh you can hear the communications with him

0129:19 AAL1829 is he a single uh pilot

0129:22 03R uh it's a malibu

0129:25 AAL1829 i don't know what a malibu is

0129:27 03R it's a single engine uh piston it's a single or uh it's
 a single engine approved aircraft

0129:34 AAL1829 is he a single pilot

0129:35 03R i have no idea sir

0129:37 AAL1829 it is a single pilot approved yes

0129:42 N428DC center what's the terrain clearance

0129:45 03R eight delta charlie in your area a good altitude is
 three thousand five hundred we got the gadsden airport
 off to your left sir if you'd pick up about a one
 hundred heading it's about uh ten miles off your left on
 about a one hundred heading sir

0129:58 N428DC i have the controls locked and i'm graying out

0130:04 03R november eight delta charlie roger there's an airport at
 your one o'clock

0130:09 03RA satellite thirty four

0130:14 03R that's robbins field sir

0130:14 03RA thirty four line give me information on robbins field as
 soon as you can

0130:17 BHM birmingham

0130:18 03RA i need to know any everything you know about robbins
 field right now *(it's to) his one o'clock

0130:21 03R *(one o'clock and about five miles sir)

0130:21 BHM *(ok uh alright it's uh have it for you in just a second
 uh) (unintelligible)

0130:36 03R they're looking it up now for you sir we'll have
somebody do it

0130:39 BHM okay we got that (unintelligible) like uh forty two
hundred hard surface forty two hundred hard surface
forty two hundred foot

0130:48 03RA forty two hundred

0130:49 BHM forty two hundred foot runway

0130:51 03RA oh hard runway forty two hundred surface give me the
alignment

0130:53 BHM asphalt

0130:55 03RA yeah give me the alignment

0130:56 BHM the alignment is five and two three

0130:58 03RA five and two three alright

0130:59 BHM alright---and i'll give you anything else i can find

0131:06 03RA alright i'll call you back as soon as i can

0131:07 BHM alright

0131:08 03R affirmative

0131:11 03R the runway configuration is runway five and two three
hard surface the length is four thousand two hundred and
ten feet

0131:21 03R eight delta charlie it's off your right now if you could
make a uh two sixty two seventy degree heading in about
three miles sir

0131:37 03R eight delta charlie did you copy that
0132

0132:39 03RA approach thirty four

0132:40 BHM approach

0132:41 03RA yeah he's not responding to us at all right now so if
you got anybody you know or that you can get out right
in that area there

0132:46 BHM yeah i've got a baron about twelve miles south of him

0132:50 03RA okay yeah he's not gonna see him he's he's going down
really i think he's trying to (unintelligible) he's not
responding to us at all so

0132:55 BHM alright

0132:55 03RA for emergency equipment i guess your gonna

0132:58 BHM alright

0132:58 03RA have

0132:59 BHM okay

0132:59 03RA someone to talk to yet

0133:00 BHM *(sure)

0133:06 DAL65 eight delta charlie this is delta sixty five do you copy

0133:13 03R delta sixty five climb maintain flight level three four
zero

0133:17 DAL65 flight level three four zero delta sixty five

0133:50 DAL65 do you have him on radar

0133:52 03R uh we've lost him on the radar now
0134

0134:07 03R i think we did have him on radar he's out of thirty
eight hundred feet

0134:10 DAL65 okay we're talking to gadsden uniform unicom
(unintelligible)

0134:14 03R yeah we've got a baron out there that approach is trying
to vector up that way looks like he's been able to
maintain altitude here at four thousand now

0134:27 03R november eight delta charlie if you can hear center go
to birmingham approach uh you can go uh one two one
point five they'll talk to ya on that or one two three
point eight

0134:41 03RA satellite thirty four

0134:54 03RA satellite thirty four

0134:58 BHM birmingham

0134:59 03RA yeah on eight delta charlie i we tried to put him in the
blind on one of your frequencies as well so he may come
up on you

0135:05 BHM thank you

0135:05 03RA *(alright)
0136

0136:15 DAL1535 eight delta charlie this is delta fifteen thirty five
how do you read

0136:20 DAL65 center they are talking to him on twenty three eight
they're trying to get him to uh to another airport uh i
can hear em

0136:25 03R okay thank you very much

0136:27 DAL65 he's not responding but he's he's is responding to some
of there commands

0136:32 03R thank you very much

0137

0137:09 03R delta sixty five thank you for the help contact memphis center one two seven point three seven

0137:15 DAL65 *(two seven three seven for delta sixty five we did have a smooth ride in the climb) good night

0138

0139

0139:26 03R delta fifteen thirty five thank you for the help contact memphis center one two seven point three seven

0139:32 DAL1535 one two seven point three seven delta fifteen thirty five

0139:48 03R looks like they got that guy going toward pell city at the moment

0139:58 03R they have got him to hold altitude now he's out there flying the plane at four thousand now so maybe he's got it under control

0141

0141:30 03R november four two eight delta charlie atlanta

0141:44 RCH3113 and delta charlie reach thirty one thirteen on uh twenty eight seventy two

0141:49 03RA thirteen go

0141:51 13R yeah that reach is gonna broadcast on your frequency for that

0141:53 03RA okay

0141:53 13R okay
0142

0142:21 RCH3113 eight delta charlie reach thirty one thirteen on uh twenty eight seventy two *(if you) come up atlanta one twenty three point eight

0143

0143:34 RCH3113 delta charlie reach thirty one thirteen on ugh twenty eight seventy two come up atlanta on one twenty two point eight *(if able)

0143:54 N77Y aircraft delta charlie do you read seven seven yankee

0144:00 03R seven seven yankee birmingham *(probably has) got him to
ident over there on one two three point eight earlier
but they haven't been able to talk to him

0145

0145:44 03RA approach thirty four
0146

0146:21 03RA satellite thirty four

0146:25 BHM i appreciate your help go ahead

0146:26 03RA no problem this is the guy i talked to earlier followed
us up here uhm i see you got him to ident any luck with
that baron gittin doin anything else for you

0146:35 BHM no we thought he was turnin just a second ago he started
identing again

0146:37 03RA okay you got him to ident again

0146:40 BHM and uh i didn't ask him to ident he just idented out of
the blue

0146:43 03RA yeah i just we just came over like i said we just tried
to get to him to in the blind alright

0146:46 BHM okay

0146:46 03RA thanks
0147
(0148-0151)
0152

End of Transcript

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