

ATC 1: alright so the wind was (unintelligible) the runway and i just had them give me a forecast which is two niner zero one four gusting one six until midnight in (unintelligible) however our localized wind post showers has spun to the northwest which was what i thought it was trying to do i don't know how long it will last (unintelligible) otherwise nothing has changed im dispatching an I-F-R to two four. ive got three in three two in the three three pattern one in the inbound

ATC 1: grumman five five uniform is crosswind to downwind left traffic three three at a thousand

ATC 2: okay

ATC 1: on short final runway three three three five seven six mike staying in left pattern and and three seven juliet whiskey who told you he was abeam three three numbers when he was abeam (unintelligible) is entering right downwind runway three three supposed to call right downwind three three he came on as a hand off he was already handed off to me and i told him there was no such thing and they just dropped you there uh....hes V-F-R so its seven six mike is first five five uniform will be second seven juliet whiskey number three and we have to squeeze the netjet in between those three guys

Netjet 802: philly tower netjet eight zero two ready to go on two four

55U: philly tower grumman five five uniform left midfield downwind requesting touch and go runway three three

ATC 2: netjet eight zero two hold short runway two four traffic landing runway three three

Netjet 802: okay holding short of two four netjet eight zero two

ATC 2: five five uniform continue on your downwind i have one departure off runway two four prior to your arrival call the base

55U: five five uniform continue right downwind

7JW: tower caravan three seven juliet whiskey is on the right downwind for uh three three and were gonna be (cut off)

ATC 2: three two seven juliet whiskey northeast turn good afternoon extend your downwind ill call base

7JW: okay you call base (unintelligible) good idea

ATC 2: and five five uniform altitude and speed permitting make right traffic runway three three

55U: five five uniform left downwind

ATC 2: five five uniform disregard that call correction seven six mike make right traffic runway three three

76M: seven six mike right traffic runway three three

ATC 2: netjet eight zero two northeast traffic runway two four cleared for takeoff wind three six zero at eight altimeter two niner six six traffic will be on a one mile one and a half mile left base runway three three

Netjet 802: netjet eight zero two cleared for takeoff runway two four uh two niner six six

ATC 2: five five uniform start your base turn one departure off of runway two four prior to your arrival cleared touch and go runway three three

55U: five five uniform turning base for touch and go runway three three

ATC 2: seven juliet whiskey plan to turn your base over the jersey side of the river youll be number two to follow the grumman just about over the river off to your right do you see him

7JW: uh negative so far (unintelligible)

ATC 2: alright seven juliet whiskey uh start your base turn in another thirty seconds youll be number two behind the grumman and reduce speed as much as feasible

7JW: kay thirty seconds till right turn three seven juliet whiskey

Skyfox 1: northeast tower skyfox one

ATC 2: skyfox one northeast tower

Skyfox 1: information foxtrot eight out to your northeast eight hundred were going to get on the south side of the approach to two four and were inbound for the city ramp if we could

ATC 2: netjet eight zero two turn right heading three six zero radar vectors contact philadelphia departure good day

Netjet 802: right three six zero departure netjet eight zero two

ATC 2: and skyfox one coming inbound report a mile east of the field

Skyfox One: skyfox one give you a call at a mile

ATC 2: three juliet whiskey start your turn inbound cleared to land runway
three three i want you to follow the grumman just over i – ninety five

7JW: entering base turn cleared to land behind the grumman three j w

ATC 2: seven six mike plan to be number three youre going to follow a uh

76M: seven six mike number three for three three

ATC 2: seven juliet whiskey uh whats your type

7JW: cessna two oh eight amphib

ATC 2: roger that

Augusta CGLPI: tower augusta charlie gulf lemma papa india

ATC 2: augusta charlie gulf lemma papa india northeast tower

Augusta CGLPI: gulf juliet for westly departure

ATC 2: and augusta charlie gulf lemma papa india roger hold your position i
have one departure that will be departing off runway three three

Augusta CGLPI: roger hold

76M: philly tower this is seven six mike can you call our base were
negative on the traffic

ATC 2: seven six mike roger ill call base

ATC 2: augusta charlie gulf lemma papa india do you have that grumman off
to your left on runway three three

Augusta CGLPI: we got the grumman in site

ATC 2: alright sir that grumman will be in a left downwind departure from
gulf and juliet cleared for takeoff proceed on course wind three three
zero at eight altimeter two niner six six

Augusta CGLPI: two niner six six thank you

ATC 2: seven six mike uh traffic youre following is just off your right side you have it in site

76M: have it in site seven six mike.

ATC 2: seven six mike youre number two for landing runway three three wind three one zero at eight altimeter two niner six six

76M: seven six mike number two for three three

ATC 2: five five uniform make right traffic

Augusta CGLPI: tower call lemma papa india.

Augusta CGLPI: tower call lemma papa india.

ATC 2: lemma papa india northeast tower

Augusta CGLPI: the uh grumman just crashed

ATC 2: yea we know we saw him crash

Augusta CGLPI: is there any way we could be of assistance

ATC 2: affirmative sir uh are they getting out of the aircraft or what does it look like over there

Augusta CGLPI: negative there is uh no movement and the entire aircraft is engulfed at this time and there is no movement

ATC 2: roger thank you