



# Federal Aviation Administration

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## Memorandum

Date: August 25, 2008  
To: Aircraft Accident File PVD-ATCT-0476  
From: Providence Airport Traffic Control Tower  
Subject: INFORMATION: Partial Transcript  
Aircraft Accident, N7660Y/N27199  
Smithfield, RI, June 06, 2008

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This transcription covers the Providence Airport Traffic Control Tower (ATCT) AR position for the time period from June 06, 2008, 2113 UTC, to June 06, 2008, 2148 UTC.


### Agencies Making Transmissions

Piper Twin Comanche, PA30 , N7660Y  
Providence ATCT Arrival Radar

### Abbreviations

N7660Y  
AR

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N27199.

  
Robert F. Marsh  
Support Specialist for Quality Assurance  
Providence ATCT

2113  
(2114-2117)

2118

2118:56      N7660Y      providence twin comanche seven six six zero yankee four thousand

2118:59      AR      twin comanche seven six six zero yankee providence approach north central weather is available on awos frequency one two zero point zero two what type approach would you like

2119:08      N7660Y      sixty yank we have the information ah requesting the ah g p s alpha approach the v o r approach

2119:19      AR      twin comanche six zero yankee understand g p s alpha approach you can expect vectors for that for now ah

continue as previously ah cleared and uh north central runway five vasis are out of service the runway one five papis and the runway two three papis are also out of service

2119:37      N7660Y      sixty yank understood um our original clearance was just direct to north central and then we were ah sent direct ah martha's vineyard with nothing really to follow that um should i be going direct providence or direct north central

2119:48      AR      twin comanche six zero yankee for now cleared direct providence

2119:51      N7660Y      sixty yank okay  
2120  
(2121-2132)  
2133  
2133:23      AR      twin comanche six zero yankee descend and maintain three thousand

2133:26      N7660Y      four for three sixty yank  
2134  
2135  
2135:44      AR      twin comanche six zero yankee eight miles from unter turn twenty degrees right maintain two thousand until established on the final approach course cleared g p ah v o r g p s runway v o r alpha g p s approach

2135:58      N7660Y      (unintelligible) cleared for the uh v o r alpha or g p s approach and we're turning right to join

2136:45      AR      twin comanche six zero yankee report cancellation of i f r in the air on this frequency or on the ground on one two four point three five change to advisory frequency approved

2136:55      N7660Y      sixty yank thank you sir  
2137  
(2138-2140)  
2141  
2141:48      AR      calling providence say again

2141:49      N7660Y      sir twin comanche sixty yankee cancelling with ya

2141:52      AR      twin comanche six zero yankee roger ah say your intentions

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N7660Y/N27199

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2141:55      N7660Y      sixty yank uh we have the airport in sight

2141:58      AR      understand uh cancelling i f r november six zero yankee  
roger and uh squawk v f r frequency change approved good  
night

2142:04      N7660Y      sixty yank (unintelligible)  
2143  
(2144-2147)  
2148

End of Transcript



# Federal Aviation Administration

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## Memorandum

Date: August 25, 2008

To: Aircraft Accident File PVD-ATCT-0476

From: Providence Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript  
Aircraft Accident, N7660Y/N27199  
Smithfield, RI, June 06, 2008

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This transcription covers the Providence Airport Traffic Control Tower (ATCT) RD/RC FD position for the time period from June 06, 2008, 2124 UTC, to June 06, 2008, 2149 UTC.

Agencies Making Transmissions

Abbreviations

Beech Bonanza BE36, N27199  
Providence ATCT Radar Clearance Delivery

N27199  
RC

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N7660Y.

[REDACTED]

Robert F. Marsh  
Support Specialist for Quality Assurance  
Providence ATCT

2124  
(2125-2128)

2129  
2129:57      N27199      and providence clearance bonanza two seven one  
niner niner

2130:04      RC      november two seven one niner niner providence clearance

2130:07      N27199      ma'am we have an i f r flight plan in to mike mike  
uniform from sierra foxtrot zulu i wonder if we could  
pick that up

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2130:13 RC november one nine nine let me look for it  
2131

2131:37 RC november two november two seven one nine nine i have a  
full clearance for you to morristown advise ready

2131:42 N27199 we're ready to copy one nine nine

2131:45 RC november one nine nine cleared to the morristown airport  
via direct hartford victor two two nine to join victor  
one eight eight carmel victor six twenty three sparta  
direct climb and maintain three thousand expect six  
thousand one zero minutes after departure departure  
frequency will be one three five point four squawk three  
five four two hold for release and acknowledge holding

2132:13 N27199 okay one nine nine cleared to mike mike uniform uh by  
direct uh hartford uh victor two twenty nine i guess  
it's the seall intersection victor one eighty eight to  
ah c m k victor six twenty three to sparta direct  
maintain three expect six thousand in ten minutes  
one three five point four and three three four two

2132:33 RC november one nine nine after victor one eighty eight  
it's carmel which is charlie mike kilo and the squawk is  
three five four two rest of your read back was correct  
acknowledge holding for release please

2132:47 N27199 okay uh it's gonna be uh c m k after victor one eighty  
eight and we changed the squawk to three five four two

2132:53 RC and november one nine nine it's charlie mike kilo  
c m k

2132:57 N27199 it's c m k we've got it

2132:59 RC november one nine nine and uh acknowledge holding  
for release please

2133:03 N27199 yes holding for release ma'am

2133:05 RC november one nine nine and just advise when you're ready  
to go

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2133:09 N27199 okay we'll give ya a yell  
2134  
(2135-2136)  
2137  
2137:43 N27199 and providence uh bonanza two seven one nine nine  
now we're holding next runway five uh ready to go  
\*( just need a release)

2137:57 RC and calling clearance was that november two seven  
one nine nine

2138:01 N27199 uh yes ma'am we're holding at runway five for departure  
uh one nine nine

2138:05 RC november one nine nine hold for release i'll get back to  
you in approximately five minutes

2138:09 N27199 one nine nine

2138:11 RC november one nine nine verify holding for release  
please

2138:14 N27199 we're holding for release ma'am one nine nine

2138:17 RC thank you  
2139  
(2140-2142)  
2143  
2143:05 RC november one nine nine clearance

2143:08 N27199 one nine nine ready to copy

2143:09 RC november one nine nine released for departure release is  
void at two one four eight time is two one four three

2143:18 N27199 okay release is void at two one four eight current time  
two one four three

2143:39 N27199 providence uh one nine nine are we cleared uh for  
departure

2143:44 RC november one nine nine affirmative you're released now  
void in five minutes

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2143:47      N27199      okay thanks a lot

2143:52      N27199      (unintelligible) one nine nine  
2144  
(2145-2148)  
2149

End of Transcript

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