



# Federal Aviation Administration

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## Memorandum

Date: February 29, 2016

To: Clark Desing, Director, Western Service Center

[REDACTED]

From: David W Swanson, Manager, Santa Rosa/Sonoma Airport Traffic Control Tower

Subject: **INFORMATION:** Certification Statement  
Aircraft Accident, N9362P  
Fulton, CA, January 29, 2016

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I certify that air traffic aircraft accident package, STS-ATCT-0001, has been reviewed and is complete.

Aircraft Accident Package

STS-ATCT-0001

N9362P, PA24

January 29, 2016, 0257 UTC

Destroy: July 29, 2018 UTC

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SECTION 2.

FAA Form 8020-6, Report of Aircraft Accident, and  
FAA Form(s) 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

**FAA Form 8020-6, Report of Aircraft Accident**

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION  <b>REPORT OF AIRCRAFT ACCIDENT</b>		REPORT DATE March 7, 2016	REPORT NO. STS-ATCT-0001				
		NAME OF REPORTING FACILITY Santa Rosa/Sonoma ATCT (STS)					
1. AIRCRAFT IDENTIFICATION AND TYPE  N9362P, PA24	2. DATE/TIME OF ACCIDENT (UTC)  January 29, 2016; 0257 UTC	3. LOCATION OF ACCIDENT (MANDATORY) Fulton, CA; 100 Wood Ranch Rd Santa Rosa					
		LATITUDE/LONGITUDE (OPTIONAL) N38 28 07.3000 W122 47 18.1000					
4. NATURE OF ACCIDENT Aircraft impacted ground after deviating from ILS final approach course to runway 32 at STS airport		5. TYPE OF FLIGHT IFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	DONALD MACKENZIE	Pilot	SANTA ROSA, CA			X	
7. PASSENGER DATA	NUMBER ABOARD AIRCRAFT 1	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 1			
8. AIRCRAFT DAMAGE Substantial		9. PROPERTY DAMAGE Substantial					
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT SANTA ROSA METAR - 0153 UTC: wind one two zero at four knots, visibility two and one-half statute miles, mist, four hundred scattered, ceiling nine hundred overcast, temperature one two, dew point one two, altimeter three zero one eight						
	FIRST REPORT SUBSEQUENT TO ACCIDENT SANTA ROSA METAR - 0300 UTC: wind calm, visibility two and one-half statute miles, mist, ceiling four hundred overcast, temperature one two, dew point one two, altimeter three zero two zero						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS		
	Nathan Patrick Odell *(OL)	STS ATCT	LC LC				
	Staci Rohan (RS)	STS ATCT	LC LC				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER David W. Swanson							



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

REPORT NO.

NAME OF REPORTING FACILITY

14. CHRONOLOGICAL SUMMARY OF FLIGHT



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE  
February 05, 2016

REPORT NO.  
STS-ATCT-0001

NAME OF REPORTING FACILITY  
Southern California TRACON (SCT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 29, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

01/28/16

2332 N9362P checked in with Springs Radar Sector (SPGR) on departure from PSP climbing out of 2,200 requesting 8,500 and direct to SOGGI intersection. SPGR radar identified N9362P.

2333 SPGR verified N9362P was requesting 8,500. N9362P affirmed and advised he would climb to 10,500 if he didn't clear the weather.

2338 N9362P was switched to Los Angeles Center Sector 20 frequency. N9362P acknowledged.

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No More Follows





DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

March 04, 2016

REPORT NO.

STS-ATCT-0001

NAME OF REPORTING FACILITY

Los Angeles ARTCC (ZLA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 29, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

01/28/16

2339 N9362P checked in with R20 and was given a turn for traffic and the Palm Springs altimeter.

2340 N9362P was instructed to resume his own navigation.

2347 N9362P was issued a traffic call.

2348 N9362P reported looking for traffic.

2352 N9362P was instructed to contact Joshua Approach.

01/29/16

0100 N9362P checks in with R15 and is given the Paso Robles altimeter.

0104 The R15 controller asks N9362P if he is direct Santa Rosa. The aircraft replies it is going to tuck around Lemoore to avoid the San Francisco mess.

0107 N9362P is instructed to contact Lemoore Approach.

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No More Follows



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

March 04, 2016

REPORT NO.

STS-ATCT-0001

NAME OF REPORTING FACILITY

Joshua Control Facility CCF (JCF)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

01/28/16

2352 N9362P PA24 first call on JCF 124.55 was when it was east of APV but westbound, VFR/085 for STS. The pilot asked about status of R2515 to shortcut route, but was told unable since that airspace currently active.

01/29/16

0025 N9362P advised ATC of intent to climb to VFR/105 abeam WJF and asked about NLC MOAs which JCF stated no knowledge of that airspace.

0028 N9362P accepted frequency change to BFL APCH with 2 efforts by JCF CPC before hearing a clear readback of 118.8 from the pilot.

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No More Follows



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

March 01, 2016

REPORT NO.

STS-ATCT-0001

NAME OF REPORTING FACILITY

Bakersfield ATCT (BFL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 29, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

0028 N9362P checks in with Bakersfield South RADAR.

0050 N9362P is switched to Bakersfield North RADAR.

0052 N9362P checks in with Bakersfield North RADAR.

0059 N9362P is switched to Los Angeles Air Route Traffic Control Center, Sector 15.

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No More Follows



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
REPORT OF AIRCRAFT ACCIDENT  
(Continuation Sheet)

REPORT DATE

March 09, 2016

REPORT NO

STS-ATCT-0001

NAME OF REPORTING FACILITY

Northern California TRACON (NCT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 29, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 0143 N9362P checks in on frequency 124.52 descending through 10,000. Controller gives him Salinas altimeter 30.21 and asks him his destination. N9362P responds Santa Rosa and requests ALTAM direct to Santa Rosa to avoid the airport mess. Controller gives him direct SUNOL, direct Santa Rosa.
- 0156 N9362P says that he is showing a TFR around SFO. Controller advises there is no TFR at this time, but the Super Bowl TFR will be in effect later on. N9362P advises he was being cautious and that he will get home before the Super Bowl.
- 0202 Controller quotes traffic to N9362P at 1 o'clock and 3 miles, a C130 level at 6,000. Controller tells him to stop his descent at or above 7,000. N9362P advises he thinks he has traffic in sight. Controller then tells N9362P that he can resume his descent. Controller tells N9362P to contact NorCal Approach on frequency 124.8.
- 0203 N9362P checks in on frequency 124.8 leveling at 7,000 since he is not sure he sees the traffic. Controller advises that traffic is no factor and to descend at his discretion. Controller gives Stockton altimeter of 30.22.
- 0208 Controller assigns N9362P a right turn to a 320 heading for traffic at his 6 o'clock and 3 miles a Regional Jet descending out of 12,000.
- 0210 Controller tells N9362P that traffic is no factor and to resume own navigation.
- 0211 Controller quotes traffic to N9362P at his 1 o'clock and 4 miles southbound, a Skyhawk level at 6,000.
- 0212 N9362P says the C172 is passing behind him. Controller tells N9362P to contact NorCal on frequency 125.35. N9362P checks in on frequency 125.35 level at 6,500 and the controller gives Oakland altimeter of 30.22.
- 0214 N9362P asks for a Bravo clearance since he is direct to SUNOL at 6,500. Controller tells him to expect a Bravo clearance in 10 miles.
- 0219 Controller clears N9362P into Bravo airspace at 6,500.
- 0220 Controller tells N9362P to contact approach on frequency 120.9.
- 0221 N9362P checks in on frequency 120.9 at 6,500. Controller gives the Oakland altimeter 30.22.
- 0231 Controller points out N9263P to Travis Approach Control.
- 0233 Controller advises N9362P he is outside of Class bravo airspace. Controller quotes traffic at 12 o'clock, 12 miles, a De Havilland descending out of 12,000. N9362P replies that he thinks he has the aircraft in sight and requests a hand



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

February 02, 2016

REPORT NO.

STS-ATCT-0001

NAME OF REPORTING FACILITY

Northern California TRACON (NCT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

off to Oakland Center. Controller tells N9362P to contact Oakland center on frequency 127.8.

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No More Follows



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

March 09, 2016

REPORT NO.

STS-ATCT-0001

NAME OF REPORTING FACILITY

Oakland ARTCC (ZOA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 29, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 0233 N9362P checked on to Oakland Center sector 40's frequency VFR and was issued the Santa Rosa altimeter setting. The altimeter was acknowledged.
- 0234 The sector 40 controller advised that the ATIS was advertising the ILS, to which the pilot acknowledged.
- 0235 N9362P stated that Santa Rosa was reporting IFR and could he get a clearance to Santa Rosa. The controller advised N9362P that she had his request.
- 0237 N9362P again asked the controller if they had his request for IFR to Santa Rosa, to which the controller stated that she had his request.
- 0240 The controller confirmed that N9362P was /G and confirmed that he wanted the ILS. N9362P was cleared to Santa Rosa via radar vectors, turn left heading 240 for traffic and to descend and maintain 5,000. The readback was correct.
- 0245 N9362P was instructed to fly heading 010, readback was correct.
- 0248 The controller instructed N9362P, cleared direct to LUSEE, to descend and maintain 4,500 and expect approach clearance in one minute. Readback was correct.
- 0250 N9362P was instructed to cross LUSEE at or above 4,200 and was cleared for the ILS approach. Readback was correct.
- 0251 The controller transmitted to N9362P; however, he came up and stated that he crossed through it (localizer) and he was coming back. He missed the localizer.
- 0253 The controller contacted the STS ATCT and advised that N9362P was going to be coming over late due to his troubles flying the localizer.
- 0255 N9362P was instructed to contact the STS ATCT, acknowledgement was confirmed; however, N9362P came back on frequency and was instructed with the STS ATCT frequency.
- 0257 STS ATCT called to see if we were still talking to N9362P to which we said we were not. Discussion continued until about 4 minutes regarding the status of N9362P.

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No More Follows



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
REPORT OF AIRCRAFT ACCIDENT  
(Continuation Sheet)

REPORT DATE  
February 29, 2016

REPORT NO.  
STS-ATCT-0001

NAME OF REPORTING FACILITY  
Santa Rosa/Sonoma ATCT (STS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 29, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 0253 ZOA Sector 40 requested a late communications change to STS ATCT for Commanche 62P and advised the aircraft was having trouble remaining on the ILS final.
- 0256 Commanche 9362P reported inbound to Santa Rosa on the ILS and received landing clearance for runway 32
- 0257 Tower broadcast two transmissions to Commanche 62P. Both transmissions indicated N62P appeared to be right of course. The pilot did not respond to either transmission.
- 0258 STS Tower attempted to re-establish communications with Commanche 62P without success. Tower then coordinated with ZOA Sector 40 to ask if Commanche 62P was talking with them. ZOA Sector 40 advised they were not talking with Commanche 62P. Tower made three more attempts to re-establish communication with Commanche 62P without success.
- 0259 Tower confirmed with ZOA Sector 40 that they were not in communications with Commanche 62P. Sector 40 reported having called for Commanche 62P on their frequency, but received no response.
- 0302 Tower advised ZOA Sector 40 that STS was treating Commanche 62P as an accident and that notifications had been made to the airport and local authorities
- 0303 Tower advised ZOA Sector 40 that Commanche 9362P was a confirmed crash

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No More Follows



# Federal Aviation Administration

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## Memorandum

Date: February 29, 2016  
To: Aircraft Accident File STS-ATCT-0001  
From: Santa Rosa/Sonoma Airport Traffic Control Tower  
Subject: **INFORMATION:** Full Transcript  
Aircraft Accident, N9362P  
Fulton, CA, January 29, 2016

This transcription covers the Santa Rosa/Sonoma Airport Traffic Control Tower (ATCT) LC LC position for the time period from January 29, 2016, 0154 UTC, to January 29, 2016, 0353 UTC.

Agencies Making Transmissions	Abbreviations
STS ATCT LOCAL CONTROL	LC
OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER SECTOR 40	ZOA
N525KJ	N525KJ
N480DG	N480DG
HORIZON AIRLINES, INC. (SEATTLE, WA), QXE475	QXE475
UNKNOWN SOURCE	UNKNOWN
HORIZON AIRLINES, INC. (SEATTLE, WA), QXE472	QXE472
MARTINAIRE (ADDISON, TX), MRA687	MRA687
N1220K	N1220K
N9362P	N9362P
HORIZON AIRLINES, INC. (SEATTLE, WA), QXE454	QXE454
SONOMA COUNTY SHERIFF DEPARTMENT	SHERIFF
SONOMA COUNTY SHERIFF HELICOPTER N9039T	HNY1 N9039T

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N9362P.



STEPHEN MITCHELL  
FRONTLINE MANAGER  
STS ATCT



0154

(0155-0223)

0224

0224:19 LC forty santa rosa arrival and request

0224:24 ZOA forty

0224:25 LC arrival on uh five kilo juliet

0224:27 ZOA okay

0224:28 LC and request release citation four eight zero delta golf c  
i d two zero two runway three two

0224:32 ZOA zero delta golf make sure where it's at runway three two  
and he's going off and uh let's see november four eight  
zero delt golf fly heading two two zero is released

0224:46 LC romeo sierra

0224:46 ZOA c s

0224:51 LC citation five kilo juliet turn right when able taxi to the  
ramp via alpha kilo monitor ground point niner please  
thank you

0224:57 N525KJ we'll monitor ground point nine alpha kilo to the ramp  
five two five kilo juliet thanks

0225

0225:15 LC citation zero delta golf turn left heading two two zero  
runway three two cleared for takeoff

0225:19 N480DG cleared for takeoff three two and uh left turn heading two  
two zero zero delta golf

0226

0226:54 LC citation zero delta golf contact oakland center good night

0226:56 N480DG over to oakland zero delta golf good night

0227

0228

STS-ATCT-0001  
N9362P

Page 3 of 18

0228:15 LC horizon four seventy five santa rosa ground runway three  
two taxi via alpha four alpha  
0229  
0229:10 LC working on it  
0230  
0231  
0231:06 LC forty santa rosa request release  
0231:10 ZOA forty  
0231:11 LC horizon four seventy five c i d eight two eight runway  
three two  
0231:16 ZOA you said horizon air four seventy five  
0231:18 LC affirmative  
0231:18 ZOA kay and horizon air four seventy five fly heading of two  
two zero is released  
0231:23 LC romeo sierra  
0231:33 LC horizon air four seventy five wind calm altimeter three  
zero one niner  
0231:38 QXE475 horizon four seventy five copy that  
0231:48 LC martek six eighty seven runway three two taxi via zulu  
alpha stand by for the uh clearance  
0231:58 LC martek six eighty seven runway one four at alpha three  
taxi via alpha five alpha  
0232  
0232:05 LC horizon four seventy five santa rosa tower turn left  
heading two two zero runway three two cleared for takeoff  
0232:10 QXE475 cleared for takeoff runway three two horizon four seventy  
five

\*\*\*

0232:15 QXE475 and what was the heading

0232:17 LC horizon four seventy five turn left heading two two zero two twenty

0232:21 QXE475 left two two zero thanks for horizon four seventy five  
0233

0233:40 LC horizon four seventy five contact oakland

0233:42 QXE475 horizon four seventy five good day  
0234

0234:45 LC martek six eighty seven uh stand by sir it's gonna be a little bit of delay for i f r traffic

0234:57 LC uh not yet i'm gonna coordinate the charlie four with them and it shouldn't be a problem  
0235

0235:07 LC roger

0235:39 LC martek six eighty seven i have your clearance when you're ready

0235:43 LC martek six eighty seven cleared to the oakland airport via the charlie four departure radar vectors oakland maintain five thousand expect correction maintain five thousand departure frequency oakland center frequency one two seven point eight squawk four five five three  
0236

0236:07 LC martek six eighty seven read back is correct taxi up to and hold short runway one four at alpha three

0236:43 LC forty santa rosa request release

0236:48 UNKNOWN (unintelligible)

0236:49 ZOA forty

0236:50 LC martek six eighty seven c i d three one five runway one four opposite direction departure on the charlie four departure

0236:58 ZOA martek six eighty seven hold for release

0237:00 LC roger romeo sierra

0237:54 LC santa rosa

0237:56 ZOA apreq horizon four seventy two mnav three two

0238:00 LC that is approved as requested and is that in reference to  
martek six eighty seven opposite direction departure

0238:04 ZOA i think i'd expect to go after the horizon

0238:07 LC alright thank you

0238:08 ZOA is that okay

0238:09 LC romeo sierra

0238:14 LC martek six eighty seven just got uh word from oakland  
center it's gonna be about uh ten minute delay for runway  
one four may be a little faster if you wanna go three two

0238:29 LC i'll check and see

0238:34 LC forty santa rosa

0238:37 ZOA forty

0238:38 LC reference our martek six eighty seven will it be a little  
faster if he takes runway two zero c i d three one five

0238:43 ZOA nah he's gonna have to wait til after horizon

0238:45 LC alright thank you

0238:46 ZOA m c

0238:49 LC martek six eighty seven uh sorry about that it's gonna be the wait for horizon inbound

0238:57 LC martek six eighty seven runway three two taxi via alpha  
0239

0239:04 LC no harm

0239:49 LC martek six eighty seven roger sir and it still would be a slight delay for the uh the i f r inbound  
0240

0240:08 LC forty santa rosa

0240:12 ZOA forty

0240:13 LC sorry about that reference uh martek six eighty seven he's ready to go runway three two if you can get him out before horizon

0240:19 ZOA no hold for release

0240:20 LC thank you romeo sierra

0240:30 LC actually with the uh super bowl revin up they are expecting a lot of traffic in the bay area in general  
0241

0241:56 QXE472 santa rosa tower horizon four seventy two is just crossin lusee for the rnav three two  
0242

0242:01 LC horizon four seventy two report pigpn

0242:04 QXE472 report pigpn horizon four seventy two  
0243

0243:42 QXE472 tower horizon

0243:44 QXE472 four seventy two is pigpn in pigpn inbound

0243:49 LC horizon four seventy two wind calm runway three two

cleared to land and the last pirep we received was about fifteen minutes ago from a centurion two mile final runway three two reported bases at eight hundred and twenty feet

0244

0244:02 QXE472 thank you very much uh cleared to land horiz three two horizon four seventy two

0244:10 LC i've got the s i a for everything briefing for all positions we have golf still doing i l s runway three two not many changes since you been gone forty is open and they seem to be pretty busy we have uh on final cleared to land runway three two horizon four seventy two and martek six eighty seven he was opposite direction that's why the red mark is on here but he's now holding short runway three two waiting for the horizon for the release oakland center knows about him may have to call them back not sure no one else is moving you do have uh this horizon down here obviously he isn't going anywhere and the cirrus look like he's startin up over there to go back to knoss field okay no one moving no one holding down there except for the ole mar six and that is it okay i got it oscar lima

0245

0246

0246:24 LC cirrus one two two zero kilo santa rosa ground i f r clearance to knoss field field is on request it'll be just a few minutes

0246:32 LC forty santa rosa

0246:34 ZOA forty

0246:35 LC yeah arrival departure uh arrival horizon four seventy two and martek six eighty seven c i d three one five ready to go off three two

0246:43 ZOA he's comin off runway three two

0246:44 LC yep

0246:45 ZOA martek six eighty seven fly heading two two zero released

0246:47 LC fly heading two two zero released oscar lima

0246:52 LC horizon four seventy two remain this frequency actually  
monitor ground control taxi to the ramp

0246:55 UNKNOWN got it right at minimums

0246:57 LC trizon four seventy two appreciate that monitor ground  
taxi to the ramp

0247

0247:01 QXE472 monitor ground four seventy two

0247:03 LC martek six eighty seven turn left heading two two zero  
runway three two cleared for takeoff

0247:10 MRA687 left two two zero cleared for takeoff martek six eighty  
seven

0248

0249

0249:08 LC martek six eighty seven contact oakland center have a good  
night

0249:11 MRA687 thanks a lot martek six eighty seven

0249:13 LC cirrus two zero kilo clearance available

0249:20 LC cirrus two zero kilo ah you are cleared to knoss field as  
filed as filed maintain three thousand departure  
frequency oakland center one two seven point eight squawk  
four five four seven

0250

0250:13 LC cirrus two zero kilo read back correct

0250:23 LC cirrus two zero kilo taxi to the one four two zero run up  
area via alpha

0250:34 LC two zero kilo you'll be dah da expecting to depart off one  
four today

0251

0252

0253

0253:17 LC two zero kilo the run up area is to your right side

0253:22 LC ah no problem and uh just let me know when you're run up is complete if you want to depart from alpha three or full length

0253:52 LC santa rosa

0253:53 ZOA inreq six two papa'll be a late comm change he's having trouble stayin on the i l s so (unintelligible) it shouldn't be just a minute if that's great

0253:59 LC alright oscar lima

0254

0255

0255:45 LC cirrus two zero kilo affirmative contact me on tower

0255:48 N1220K okay two zero kilo's up on tower frequency ready to depart

0255:53 LC cirrus two zero kilo uh just hold position there it'll be just a minute i've got a commanche doing a i l s approach and uh i'll let you know here in a second

0256

0256:02 UNKNOWN okay roger hold position

0256:06 N9362P okay nine three six two papa inbound i l s

0256:10 LC commanche nine three six two papa santa rosa tower runway three two cleared to land

0256:14 N9362P cleared to land three two six two papa

0257

0257:06 LC commanche six two papa you appear to be drifting right of course

0257:24 LC commanche six two papa you appear to be well right of course



0257:32 LC commanche six two papa tower

0257:37 LC commanche five three six two papa santa rosa tower

0257:45 LC forty santa rosa

0257:47 ZOA forty

0257:48 LC are you talkin to six two papa

0257:49 ZOA no he should be talkin to you

0257:50 LC na he was on my frequency ah he's not i can't talk to him  
any more

0257:53 ZOA do you see em

0257:55 LC no umm he went right of course and he dissappeared i just  
tried to raise him

0258:00 ZOA okay

0258:01 LC commanche five three six two papa santa rosa tower

0258:10 LC commanche five three six two papa santa rosa tower

0258:47 LC commanche five three six two papa santa rosa tower

0258:51 LC forty santa rosa  
0259

0259:01 LC hey hey ops this is nate in the tower

0259:13 LC hey six two papa didn't come back over to you did he

0259:14 ZOA no i tried to call him

0259:15 LC okay

0259:17 ZOA he's not talkin to me

0259:17 LC alright thanks

0259:18 ZOA alright

0259:44 LC horizon calling for clearance it'll be a few minutes  
0300  
0301

0301:52 LC forty santa rosa

0301:53 ZOA forty

0301:54 LC alright so i've notified the airport and and the local  
authorities here i'm treating five three. six two papa as  
uh accident

0302

0302:02 ZOA okay

0302:03 LC yeah i never got back to em so

0302:05 ZOA okay so they checked on with you and then you just never  
talked to them after that

0302:07 LC ah he checked in i cleared em to land

0302:08 ZOA ah ha

0302:08 LC and then i made a couple of broadcasts to let em know he  
was right of the final approach course

0302:09 ZOA uh ha

0302:09 LC and he and i never got a response and and that was it so  
and then his target just disappeared about uh a mile to

the uh you know east southeast

0302:23 ZOA southeast yeah i saw the same thing saw him take another right turn

0302:25 LC yeah

0302:27 ZOA it it was there was an abrupt right turn and then it just disappeared

0302:29 ZOA okay

0302:30 LC okay thanks

0302:30 ZOA alright (unintelligible)  
0303

0303:03 LC forty santa rosa update

0303:07 ZOA forty

0303:08 LC yeah it's confirmed that the that the plane did crash

0303:11 ZOA okay

0303:12 LC and yeah there's two persons onboard supposedly so

0303:14 ZOA okay thanks

0303:15 LC r right thanks  
0304  
0305  
0306

0306:40 LC alright i have information for all the positions okay um so there uh uh speci was just about to cut out for the weather you're aware of the weather conditions um special instructions ah we we just briefed off line about the off site plane crash that has been confirmed okay um you're gonna ta take the positions i'm gonna take c i c and make

phone calls alright we do have one i f r pending and he is ready to go i have not gotten back to em it's one two two zero kilo i haven't coordinated anything yet i haven't told him anything yet alright um all runways are available for now the the ah crash was off airport alright and um that's all um i got (unintelligible) ah horizon this horizon actually was calling for his clearance which i did not issue (unitelligible) and i told him to stand by and that's it i've got the position romeo sierra

0307

0308

0308:40 LC horizon four fifty four santa rosa ground i have your clearance when you're ready to copy

0308:58 QXE454 horizon four fifty four cleared to the seattle airport via the charlie four departure radar vectors mendocino then as filed maintain eight thousand expect flight level two four zero one zero minutes after departure departure frequency oakland center one two seven point eight squawk one seven five three

0309

0309:22 LC horizon four five four read back is correct

0309:52 LC cirrus one two two zero kilo santa rosa tower

0309:56 UNKNOWN go ahead santa rosa tower

0309:58 LC yes sir i just wanted to see if you were ready to depart

0310:00 UNKNOWN affirmative yeah i thought we were awaiting an aircraft to land on three two

0310:05 LC yes sir we were

0310:07 UNKNOWN sounds like we had a problem there but yeah i'm still ready to go

0310:11 LC roger sir and just a just to verify your holding short runway three two

0310:14 UNKNOWN holding ah i am very sorry i'm holding short of one four  
at alpha three

0310:18 LC roger

0310:41 LC cirrus two zero kilo wind calm just verify you can accept  
runway two zero

0310:47 N1220K i can accept runway two zero one two two zero kilo

0310:50 LC thank you  
0311

0311:15 LC henry one forty santa rosa request release  
(unintelligible)

0311:20 ZOA and ah forty ah i just got in here myself don't have all  
the information go ahead with the release request

0311:26 LC yes sir cirrus one two two zero kilo c i d six three zero  
runway two zero

0311:33 ZOA ah climb and maintain fu five thousand and you guys are  
just normal ops as of now

0311:39 LC as of now yes

0311:41 ZOA okay five thousand released

0311:43 LC romeo sierra

0311:53 LC cirrus one two two zero kilo amend your altitude maintain  
five thousand wind calm runway two zero cleared for  
takeoff

0312

0312:02 N1220K okay amending altitude to five thousand ah cleared takeoff  
runway two zero cirrus one two two zero kilo

0313

0314

0314:29 LC cirrus two zero kilo contact oakland center good night

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0314:32 N1220K okay thanks for your help going over to oakland center two zero kilo

0315  
(0316-0318)  
0319

0319:14 LC henry one santa rosa ground

0319:20 LC yes sir stand by

0319:36 LC santa rosa tower

0319:38 SHERIFF hi this is deputy little with the sheriff's office

0319:40 LC hello deputy little

0319:42 SHERIFF hey we're at this plane crash

0319:44 LC okay

0319:45 SHERIFF it is so crumpled that we can't tell it's tail number

0319:49 LC okay

0319:49 SHERIFF i know you guys had a series of planes coming in

0319:53 LC yes

0319:54 SHERIFF did you do you know what was due in and didn't make it so we can possibly get a tail number

0320:00 LC yes i i can tell you what what we believe the tail number is

0320:04 SHERIFF hang on just a second let me

0320:05 LC no problem

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0320:05 SHERIFF get a piece of paper

0320:07 SHERIFF thank you

0320:08 LC henry one are you still up

0320:10 HNY1 henry one

0320:11 LC yes sir what we have is november nine three six two papa

0320:18 UNKNOWN okay thank you

0320:19 SHERIFF hang on just a second

0320:21 SHERIFF that coming from van nuys

0320:27 UNKNOWN (unintelligible)

0320:31 UNKNOWN at knob hill requesting taxi to gun club

0320:33 SHERIFF okay go ahead with the tail number november

0320:36 LC nine

0320:37 SHERIFF okay

0320:38 LC three six two papa

0320:41 SHERIFF oh and far as you guys so they probably filed with oakland  
do you think on their flight plan

0320:49 LC yes because they were inbound so they probably did file  
with either oakland or with flight service

\*\*\*

0320:54 SHERIFF is there any way that um we can tell how many people were onboard cause it is it's like they like straight in  
0321  
0321:02 LC alright stan stand by please  
0321:04 SHERIFF okay  
0321:11 LC calling santa rosa ground say again please  
0321:12 LC calling santa rosa ground say again i was on a line  
0321:14 LC calling santa rosa ground say again i was on a line  
0321:17 N9039T yeah this is skylane niner zero three niner tango do you copy  
0321:20 LC skylane niner zero three tango santa rosa ground hold short runway one four three two at taxiway zulu  
0321:25 N9039T holding short of uh three two at taxiway zulu three niner tango  
0321:37 LC hey that's the only information we have so far that there were uh two so that that's the only ring that's the only thing that we know  
0321:43 SHERIFF and how about type of aircraft  
0321:44 LC type of aircraft was a p a twenty four  
0321:50 SHERIFF alright  
0321:53 LC and we don't have a color or anything like that it  
0321:56 SHERIFF it's red and white



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0321:57 LC okay

0321:57 SHERIFF you can tell

0321:58 LC okay

0321:58 SHERIFF two onboard two fatalities so um i guess  
0322

0322:03 LC an i'm not i'm not confirming any of this information this  
is just what what we have so far

0322:07 SHERIFF oh okay perfect that's more than we have right now also

0322:10 LC okay

0322:11 SHERIFF thank you

0322:12 LC no thank you

0322:12 SHERIFF bye

0322:30 LC november three niner tango don't have you in sight you  
started your taxi yet

0322:40 LC uh roger sir cross runway one four three two at zulu join  
echo to the gun club and advise when you uh cross runway  
one four

0323  
(0324-0352)  
0353

End of Transcript

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