

Record of Conversation

AIR TRAFFIC CONTROL

ERA17LA201

Interviewee: Kevin Ford / Bartow Air Traffic Control Tower (BOW ATCT)

Date / Time: June 15, 2017 / 1335 EST

Location: Telephone conversation

Present: No others present

Investigator: Brian Soper (NTSB)

During the conversation, Mr. Ford stated the following:

He was an employee of Bartow Airport Authority. BOW ATCT is one of the few ATCT's in the country that actually have privately hired air traffic controllers rather than federal or federal contract controllers. He was one of two air traffic controllers employed by Bartow Airport Authority.

He recalled on the day of the accident that the pilot of N592BC had checked in from the north, and was instructed to report a two mile left base for runway 9L, and the pilot read back the instructions correctly. A few minutes later, the accident pilot reported that he was on a left downwind for runway 9L and Mr. Ford then cleared him to land on runway 9L, to which the pilot responded with a correct read back.

No further transmissions were recorded from the accident pilot, and no indication had been given that he was experiencing an emergency or any problem. When the controller lost sight of him, he began making telephone calls to ascertain what may have happened, or if he may have landed at another airport, such as Winter Haven (GIF) which is located just to the north of BOW and they've had aircraft land there on accident before. While making phone calls he was notified by a line/maintenance person who had been in the FBO that N592BC had crashed. The line person had been talking with several people who were in the FBO waiting for N592BC to arrive, when one of them had received word that the airplane had crashed. Mr. Ford did not know the names of the people waiting, nor the origin of the call reporting the accident to them.

Mr. Ford never observed any smoke from the reported area of the crash, and had no other indication that anything had happened with the exception of losing sight of the aircraft, and then the subsequent report of the accident.

Conversation concluded at 1350 EST.