

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CRASH OF CIRRUS SR22 N451TD
IN WILLIAMSBURG, PENNSYLVANIA
APRIL 19, 2018

Docket No.: CEN18FA144

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Air Traffic Communications
Johnstown Approach

Tuesday,
April 19, 2018

Participants:

Johnstown Approach = ATC

Unidentified Speaker = UI

Aircraft = N451TD
LJ58
Friendly 351
N263RS

R E C O R D I N G

<u>UTC</u>	<u>EDT</u>	<u>SPEAKER</u>	
12:08:35	(8:08:35)	N451TD:	Johnstown, this is Cirrus 4-5-1-Tango-Delta with you at 6,000.
12:08:41	(8:08:41)	ATC:	Cirrus 4-5-1-Tango-Delta, Johnstown Approach. Good morning. Johnstown altimeter 2-Niner-6-Niner.
12:08:49	(8:08:49)	N451TD:	2-9.6-9. 4-5-1-Tango-Delta.
12:25:31	(8:25:31)	N451TD:	Johnstown, this is Cirrus 4-5-1-Tango-Delta with a request.
12:25:36	(8:25:36)	ATC:	Cirrus 1-Tango-Delta, say request.
12:25:38	(8:25:38)	N451TD:	Ah, just curious you know -- if you know what the tops are of, of the clouds?
12:25:45	(8:25:45)	ATC:	I do not have any tops reports. Stand by. Let me call Center and see if they have any of that area.
12:26:19	(8:26:19)	ATC:	Okay, 1-Tango-Delta, Center has a tops report about 25 northwest of your position, around 17,000.
12:26:28	(8:26:28)	N451TD:	17,000 is the tops of the ceiling? Clouds?
12:26:36	(8:26:36)	ATC:	Ah, yeah. They said that that was, that was the tops in that area.
12:26:39	(8:26:39)	N451TD:	All right. We were just in a lot of IMF. What's the bottom? Is it 4,000?
12:26:52	(8:26:52)	ATC:	It could be lower than that. I'm showing, here at Johnstown, which is 18 miles southwest of you, we have -- our, our cloud

1 deck starts at 200 feet.

2 12:27:04 (8:27:04) N451TD: All right. That doesn't help me.

3 12:28:31 (8:28:31) N451TD: Johnstown, this is 4-5-1-Tango-Delta.

4 12:28:43 (8:28:43) ATC: Say again?

5 12:28:46 (8:28:46) N451TD: This is Cirrus 4-5-1-Tango-Delta. We're
6 getting a little ice up here. I think I
7 should probably get down to Johnstown.

8 12:28:55 (8:28:55) ATC: Okay. So you want to divert to Johnstown;
9 is that correct?

10 12:28:58 (8:28:58) N451TD: Yes, sir. Can you vector me?

11 12:29:01 (8:29:01) ATC: 1-Tango-Delta, affirmative, sir. You're
12 clear to Johnstown via radar vectors. It'll
13 be an ILS runway 3-3 approach. Turn left,
14 heading of 1-6-0. Actually, correction, make
15 it 1-7-0 heading vector to the ILS.

16 12:29:15 (8:29:15) N451TD: 1-7-0.

17 12:29:18 (8:29:18) ATC: And if you get the chance, the type of
18 icing you're getting, the intensity, and the
19 outside air temperature, please?

20 12:29:26 (8:29:26) N451TD: It's a little, it's a little -- not bad,
21 but it's enough to get me a little concerned.

22 12:29:34 (8:29:34) ATC: Copy that. Thank you.

23 12:30:11 (8:30:11) N451TD: What runway am I expected to go into,
24 Johnstown?

25 12:30:15 (8:30:15) ATC: 1-Tango-Delta, it's runway 3-3, the ILS,
26 and we are, we are having traffic information
27 uniform. And we're showing a ceiling at 200

1 overcast, so that's right at the mids there
2 for the ILS. If you still want to try it,
3 that's fine. If not, I am showing Altoona's
4 weather is a little bit better. They report
5 -- or they're showing 500 overcast right now.
6

7 12:30:36 (8:30:36) N451TD: All right. Let's go to Altoona.

8 12:30:40 (8:30:40) ATC: 1-Tango-Delta, roger. Does ILS 2-1 work
9 for you?

10 12:30:43 (8:30:43) N451TD: That'd be good. What -- can you vector me
11 that?

12 12:30:48 (8:30:48) ATC: Yep. Absolutely. 1-Tango-Delta, continue
13 left turn, heading 1-0-0 vector to ILS.

14 12:30:56 (8:30:56) N451TD: 1-0-0.

15 12:31:23 (8:31:23) N451TD: Think I can get down to 4,000?

16 12:31:28 (8:31:28) ATC: 1-Tango-Delta, descend and maintain 4,500.
17 That'll be the lowest I can get you for a
18 little bit.

19 12:31:32 (8:31:32) N451TD: 4,500.

20 12:32:33 (8:32:33) ATC: Cirrus 1-Tango-Delta, advise when you do
21 have the weather and NOTAMS at Altoona. And
22 if you need me to, I can read the weather for
23 you there. I can read the earliest
24 observation for them.

25 12:32:42 (8:32:42) N451TD: Yeah, if you could read the weather, that'd
26 be great.

27 12:32:46 (8:32:46) ATC: 1-Tango-Delta, not a problem, sir. The 1-

1 2-2-6 Zulu observation: Winds 3-6-0 at 6;
2 visibility 1 mile; light rain, mist; ceiling
3 is 500 overcast; temperature 6; dew point 4;
4 and the Altoona altimeter is 2-Niner-7-0.

5 12:33:17 (8:33:17) N451TD: What information is that?
6 12:33:20 (8:33:20) ATC: That's just off the ASOS there. It's an
7 uncontrolled airport.
8 12:33:29 (8:33:29) LJ58: Johnstown, LJ58. 2,500 climbing 5,000,
9 runway heading.

10 12:33:34 (8:33:34) ATC: LJ58, Johnstown Approach. Good morning.
11 Johnstown altimeter 2-Niner-7-0, climb,
12 maintain 8,000 IDENT.

13 12:33:41 (8:33:41) LJ58: Okay. What's the flash update now? LJ58.
14 12:33:55 (8:33:55) ATC: LJ58, radar contact 4 miles southwest of
15 Palmer, passing 3,600 -- correction, 3,900.

16 12:34:01 (8:34:01) LJ58: That's us.
17 12:34:16 (8:34:16) ATC: 1-Tango-Delta, I show you turning about a
18 200 heading right now. Say intentions.

19 12:34:23 (8:34:23) N451TD: I'm just going to try to get direct. What
20 direction should I be?
21 12:34:28 (8:34:28) ATC: A heading of 0-Niner-0 when able.
22 12:34:32 (8:34:32) N451TD: 0-Niner-0. Yep. I'll get it back on.
23 12:34:37 (8:34:37) ATC: LJ58, contact Cleveland Center 1-2-4.4.
24 Good day.
25 12:34:40 (8:34:40) LJ58: 24.4. LJ58.
26 12:34:44 (8:34:44) N451TD: And you want me at 4,500?
27 12:34:47 (8:34:47) ATC: 1-Tango-Delta, affirm, sir. Altitude 4,500

1 on heading of 0-Niner-0.

2 12:34:55 (8:34:55) N451TD: 0-Niner-2. 4-5-1-Tango-Delta.

3 12:35:43 (8:35:43) ATC: Cirrus 1-Tango-Delta, the altimeter is 2-

4 Niner-7-0. Just verify your level at 4,500,

5 please.

6 12:35:51 (8:35:51) N451TD: All right. 4,500. I just dropped a little

7 bit. I'll get it back up.

8 12:35:55 (8:35:55) ATC: Okay. Thank you, sir.

9 12:37:38 (8:37:38) ATC: 1-Tango-Delta, turn 10 degrees to the left.

10 12:37:43 (8:37:43) N451TD: 10 degrees left. 4-5-1-Tango-Delta.

11 12:38:43 (8:38:43) ATC: Attention all aircraft, new Johnstown

12 altimeter 2-Niner-7-1.

13 12:38:59 (8:38:59) ATC: Cirrus-1-Tango-Delta, turn right, heading

14 of 1-2-0.

15 12:39:03 (8:39:03) N451TD: 1-2-0. 4-5-1-Tango-Delta.

16 12:39:39 (8:39:39) 351: Johnstown, good morning. Friendly 351

17 currently number one for takeoff at Altoona.

18 12:39:49 (8:39:49) ATC: Friendly 351, stand by. I'm about to turn

19 this one onto final there, and then I'll get

20 back to you to with your clearance.

21 12:39:55 (8:39:55) 351: Sounds good. Friendly 351.

22 12:40:09 (8:40:09) ATC: Cirrus 1-Tango-Delta, 5 miles from

23 (indiscernible). Turn right, heading 1-8-0.

24 Maintain at or above 4,300 till you're

25 established. Clear to ILS 2-1 Altoona.

26 12:40:19 (8:40:19) N451TD: All right. 4-5-1-Tango-Delta turn right to

27 1-8-0. We're clear for the intercept.

1 12:40:36 (8:40:36) ATC: Friendly 351, Johnstown Approach.
2 Clearance fail advisory, you copy?
3 Disregard. You already have it.
4 12:42:07 (8:42:07) ATC: 4-5 -- 4-5-1-Tango-Delta, you've already
5 begun through the localizer, sir. Say
6 intentions.
7 12:42:14 (8:42:14) N451TD: Um, I still want to get there. Can you
8 vector me one more -- vector me one more
9 time?
10 12:42:21 (8:42:21) ATC: 1-Tango-Delta, affirmative, sir. Maintain
11 4,500. Turn left heading 0-9-0. It'll be a
12 box pattern back to final.
13 12:42:30 (8:42:30) N451TD: 0-9-0, okay. I missed it.
14 12:42:35 (8:42:35) ATC: Friendly 351, Approach. What runway are
15 you taking off?
16 12:42:39 (8:42:39) 351: We're, we're on -- we're holding runway 3
17 right now. So I guess we're, we're going to,
18 we're going to have to wait for him.
19 12:42:49 (8:42:49) ATC: Yeah. I'm sorry about that. He's got to
20 land because he's getting some, some icing.
21 12:42:54 (8:42:54) 351: Oh, yeah. No worries. Not at all.
22 12:42:57 (8:42:57) ATC: Okay. It's going to be about -- anywhere
23 from probably about 10 minutes. He needs to
24 be vectored back to the localizer.
25 12:43:04 (8:43:04) 351: Yeah, I kind of figured. It's all cool.
26 No worries. We're hanging out now.
27 12:43:07 (8:43:07) ATC: Okay. Thank you.

1 12:43:33 (8:43:33) ATC: Cirrus 1-Tango-Delta, the altimeter 2-
2 Niner-7-1, verify 4,500.

3 12:43:48 (8:43:48) ATC: Cirrus 4-5-1-Tango-Delta radar contact
4 lost.

5 12:43:56 (8:43:56) ATC: Cirrus 4-5-1-Tango-Delta, Johnstown
6 Approach. How do you hear me?

7 12:44:10 (8:44:10) ATC: Cirrus 4-5-1-Tango-Delta, Johnstown
8 Approach. How do you hear me?

9 12:44:27 (8:44:27) ATC: Friendly 351, Johnstown Approach. You on
10 frequency?

11 12:44:31 (8:44:31) 351: Yeah, Friendly 351. We're on frequency.

12 12:44:35 (8:44:35) ATC: Do you hear that Cirrus on CTAF at Altoona
13 by chance?

14 12:44:38 (8:44:38) 351: No. We actually monitoring and we don't
15 hear him.

16 12:44:42 (8:44:42) ATC: Cirrus 4-5-1-Tango-Delta, Johnstown
17 Approach.

18 12:45:09 (8:45:09) ATC: Cirrus 4-5-1-Tango-Delta, Johnstown
19 Approach. How do you hear me?

20 12:45:24 (8:45:24) N263RS: Johnstown, Pilatus 2-6-3-Romeo-Sierra.
21 Airborne out of Cumberland. Instruments on
22 file Victor-Victor-Sierra. We'd like to pick
23 those up, please.

24 12:45:35 (8:45:35) ATC: 2-6-3-Romeo-Sierra, this is Johnstown
25 Approach. Squawk 5-1-7-7.

26 12:45:39 (8:45:39) 263RS: 5-1-7-7. 3-Romeo-Sierra.

27 12:45:47 (8:45:47) ATC: Cirrus 4-5-1-Tango-Delta, Johnstown

1 Approach. How do you hear me?
2 12:45:57 (8:45:57) UI: (Indiscernible) how far away was that
3 aircraft from the field?
4 12:46:03 (8:46:03) ATC: He was about, about 10 northeast of the
5 field.
6 12:46:08 (8:46:08) UI: Thanks.
7 12:46:10 (8:46:10) ATC: 3-Romeo-Sierra, radar contact 5 northwest
8 of Cumberland, 5,800. Clear direct
9 Connellsville. Maintain 6,000.
10 12:46:18 (8:46:18) 263RS: Clear direct Connellsville. Maintain
11 6,000. Romeo-Sierra.
12 12:46:23 (8:46:23) ATC: 3-Romeo-Sierra, Johnstown altimeter 2-
13 Niner-7-1.
14 12:46:27 (8:46:27) 263RS: 29-71 on the meter. Romeo-Sierra.
15 12:46:40 (8:46:40) ATC: Cirrus 4-5-1-Tango-Delta, Johnstown
16 Approach.
17 12:47:04 (8:47:04) UI: Any (indiscernible)
18 12:47:19 (8:47:19) ATC: Friendly 351, you're going to have to,
19 you're going to have to stand by. He dropped
20 off 10 northeast and I can't hold of him.
21 12:47:26 (8:47:26) 351: Roger, we -- stand by. We actually tried
22 to contact C-CAF here to see if he's on it,
23 but we can't hear him.
24 (End of recording.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CRASH OF CIRRUS SR22 N451TD
 IN WILLIAMSBURG, PENNSYLVANIA
 APRIL 19, 2018

ACCIDENT NO.: CEN18FA144

PLACE:

DATE: April 19, 2018

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to the
recording.




Kay Maurer
Transcriber