



Federal Aviation Administration

Memorandum

Date: June 03, 2011

To: Aircraft Accident File ZAB-ARTCC-0256

From: Albuquerque Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N1533Y
Angel Fire, NM, May 20, 2011

This transcription covers the Albuquerque Air Route Traffic Control Center (ARTCC) R15 R position for the time period from May 20, 2011, 1548 UTC, to May 20, 2011, 1629 UTC.

Agencies Making Transmissions

BE33, N1533Y
Albuquerque ARTCC, Sector 15 Radar
Controller

Abbreviations

N1533Y
R15

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N1533Y.


Nora Miller
Support Specialist, Quality Control
Albuquerque ARTCC

1548
(1549-1552)
1553
1553:48 N1533Y albuquerque center bonanza one five three three yankee
eight thousand five hundred

1554

1554:03 R15 (unintelligible) one five three three yankee albuquerque
center roger dalhart altimeter two niner eight zero

1554:29 N1533Y albuquerque center bonanza one five three three yankee
eight thousand five hundred

1554:35 R15 bonanza one five three three yankee how do you hear
center

1554:39 N1533Y one five three three yankee (unintelligible) i hear you
good let me change radios that might have been the
problem

1554:45 N1533Y albuquerque center uh you read (unintelligible) you read
me okay

1554:50 R15 (unintelligible) one five three three yankee i hear you
loud and clear the (unintelligible) last radio sounded
good too just uh didn't know if you heard me in my first
transmission albuquerque center roger dalhart altimeter
two niner eight zero

1555

1555:14 R15 (unintelligible) one five three three yankee did you
copy the altimeter dalhart altimeter two niner eight
zero

1555:19 N1533Y two niner eight zero one five three three yankee thank
you

1556
(1557-1601)
1602

1602:54 R15 november one five three three yankee gonna ask you this
question are you aware of the rising terrain along your
route of flight today

1603:02 N1533Y one five three three yankee that's affirmative

1604
(1605-1622)
1623

1623:47 R15 november one five three three yankee contact albuquerque
center one three two point eight

1623:54 N1533Y one three two point eight for one five three three
yankee

1624
(1625-1628)
1629

End of Transcript



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Angel Fire, NM, May 20, 2011

This transcription covers the Albuquerque Air Route Traffic Control Center (ARTCC) R16 R position for the time period from May 20, 2011, 1619 UTC, to May 20, 2011, 1740 UTC.

Agencies Making Transmissions

BE33, N1533Y
Albuquerque ARTCC, Sector 16 Radar
Controller
Lockheed Martin FSS

Abbreviations

N1533Y
R16
FSS

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N1533Y.

[REDACTED]

Nora Miller
Support Specialist, Quality Control
Albuquerque ARTCC

1619
(1620-1623)

1624
1624:19 N1533Y albuquerque center bonanza one five three three yankee
eight thousand five hundred

1624:25 R16 (unintelligible) one five three three yankee albuquerque
center roger raton altimeter two niner eight five

1624:32 N1533Y (unintelligible)

1624:37 R16 (unintelligible) three three yankee you are completely
broken

1624:40 N1533Y one one five three three yankee i'm going to climb to
ten thousand five hundred

1624:45 R16 (unintelligible) three three yankee roger
1625
(1626-1632)
1633
1633:14 R16 november one five three three yankee are you familiar
with the high terrain along your route of flight to taos

1633:21 N1533Y one five three three yankee that's affirmative and i
plan to climb up to uh twelve five when i get closer
(unintelligible)

1633:28 R16 (unintelligible) three three yankee roger maintain v f r
altitudes your discretion

1633:32 N1533Y three three yankee thank you
1634
(1635-1649)
1650
1650:38 R16 november three three yankee center

1650:40 N1533Y one five three three yankee go ahead

1650:43 R16 (unintelligible) one five three three yankee i'm about
to lose you on radar uh just be advised there is another
bonanza going into taos currently about uh two five
miles that's twenty five miles west of taos also landing
taos looks like he's going to beat you in by maybe about
uh four to five minutes um and i will let you know when
i lose you on radar contact

1651:03 R16 one five three three yankee thank you and i think you'll
pick me up uh (unintelligible) when i pop over the pass
i'm at twelve five so i think i'm above any terrain

1651:11 R16 (unintelligible) three three yankee uh i will lose
(unintelligible) once i lose you on radar i will
probably not pick you up again due to uh even if you're
at one two thousand five hundred due to the terrain

1651:21 N1533Y one five three three yankee thank you
1652
(1653-1657)
1658
1658:43 R16 (unintelligible) one five three three yankee radar

service is terminated squawk one two zero zero frequency
change is approved

1658:50 N1533Y one five three three yankee thank you
1659
(1700-1732)
1733
1733:21 R16 albuquerque center

1733:22 FSS hi lockheed flight service i'm calling you in reference
to an i f r that you were talking to about twenty
minutes ago on november one five three three yankee he
cancelled i f r one five east of taos which would put
him in the vicinity of angel fire and he was inbound to
taos he never landed there and the airport the f b o at
the airport has called us (unintelligible) you know
concerning it wanted to know if we know anything more
about him and i'm checking with you to see if he might
have returned to your frequency

1733:59 R16 um i don't i haven't spoken to anybody in the last
twenty minutes but um that call sign but i'll check with
the previous controller that was here before me
(unintelligible)

1734:07 FSS yeah if you could check and see if you have any further
information on him beyond his cancelling i f r with you

1734:17 R16 and you say he was landing taos and that was november
five three three yankee

1734:20 FSS one five three three yankee and the f b o said they
heard him cancel his i f r with you fifteen east of taos
at approximately one seven zero four zulu

1734:37 R16 roger i'll call you back

1734:38 FSS okay thanks h c
1735
(1736-1739)
1740

End of Transcript



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Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N1533Y
Angel Fire, NM, May 20, 2011

This transcription covers the Albuquerque Air Route Traffic Control Center (ARTCC) D16 RA position for the time period from May 20, 2011, 1756 UTC, to May 20, 2011, 1809 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Albuquerque ARTCC, Sector 16 Radar	
Associate Controller (Developmental)	D16T
Lockheed Martin FSS	FSS
Albuquerque ARTCC, Sector 16 Radar	
Associate Controller (Instructor)	D16C

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N1533Y.


Nora Miller
Support Specialist, Quality Control
Albuquerque ARTCC

1756
(1757-1800)

1801
1801:13 D16T sixteen

1801:14 FSS yeah lockheed flight service i'm calling you back in reference to november one five three three yankee i called about a half an hour so ago do you know anything about him

1801:24 D16T and that was november one five three three yankee

1801:26 FSS yes

1801:27 D16T stand by

1801:30 D16T i don't (unintelligible) i'm not showing anything in him
any flight plan

1801:32 FSS okay yeah when i called i spoke with a young lady uh
(unintelligible) had the f b o call from taos and he
said that he heard one five three three yankee cancel i
f r with y'all one five east of taos at one seven zero
four zulu and he never arrived at the airport she was
gonna check into it and call back and we haven't heard
from anybody

1801:56 D16T okay let me let me do some research on that and i will
call you back in (unintelligible)

1801:59 FSS yeah i wanted to see if he returned to your frequency if
you've heard anything more from him after he cancelled i
f r

1802:06 D16T okay yeah we never (unintelligible) we never talked to
november one five three three yankee um it shows him
landing taos i guess but

1802:13 FSS oh you did not talk to him

1802:14 D16T no no that's (unintelligible)

1802:15 FSS wonder who he was talking to can you tell

1802:19 D16T (unintelligible)

1802:22 D16C hang on just a sec we've we've got three different
controllers here that we're we're getting different
information from so hang on just a sec

1802:27 FSS okay sure sure

1802:28 D16C let me let me try to find out what's happening here

1802:29 FSS sure

1802:39 D16C okay (unintelligible) basically what happened was the controller uh he cancelled over angel fire airport with the (unintelligible) uh he terminated him the controller terminated him when he was over the angel fire airport

1802:52 FSS uh huh

1802:53 D16C so he's basically fifteen twenty miles east of taos

1802:55 FSS right

1802:56 D16C the controller terminated him and then he never talked to him again (unintelligible)

1802:59 FSS okay that's what i'm what i'm trying to find out

1803:02 D16C okay so do you uh do you want us to call taos and (unintelligible) well i guess there's no need for a ramp check if he never arrived

1803:09 FSS (unintelligible) no because the f b o there at taos is the one that called and reported it and (unintelligible)

1803:14 D16C oh okay

1803:15 FSS (unintelligible) checking with you to see if he returned to your frequency you had any additional information

1803:20 D16C no uh he he hasn't called us back um

1803:24 FSS okay

1803:25 D16C so but but we'll listen up

1803:26 FSS okay

1803:27 D16C (unintelligible) and we'll monitor for an e l t

1803:28 FSS okay

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N1533Y

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...

1803:29 D16C in that area

1803:30 FSS all right

1803:30 D16C and we'll even broadcast in the blind for him here when
we get a chance

1803:32 FSS okay that'll work then thanks

1803:34 D16C okay thanks

1803:35 FSS thank (unintelligible)

1803:35 D16C (unintelligible)

1804

(1805-1808)

1809

End of Transcript