

## CEN17LA101 // N9149V // PARTIAL TRANSCRIPT

| Time (UTC) | Agency        | Transmission / Information  |
|------------|---------------|---|
|            |               | <i>Date of accident: February 2, 2017 at 1950 central standard time (CST)</i>   |
|            | <b>N9149V</b> | <b>Accident Aircraft</b>  |
|            | <b>DLH</b>    | <b>Duluth Air Traffic Control Tower ( DLH ATCT)</b>   |
|            | <b>UNK</b>    | <b>Unknown caller</b>   |
|            | <b>SKW</b>    | <b>SkyWest pilot operating in area and talking to DLH approach</b>  |
|            | <b>ZMP</b>    | <b>Minneapolis Air Route Traffic Control Center (ZMP ARTCC)</b>   |
|            | <b>M98</b>    | <b>Minneapolis Terminal Radar Approach Control (M98 TRACON)</b>   |
|            |               | <b>*** This partial transcript was developed using certified audio provided by the FAA from DLH, ZMP, and M98. Transmissions not germane to this accident were omitted from this partial transcript ***</b>                   |
| 2356:35    | N9149V        | <i>and duluth ground mooney niner one four niner victor</i>   |
| 2356:43    | DLH           | <i>mooney niner one four nine victor duluth tower</i>   |
| 2356:57    | N9149V        | <i>duluth ground mooney niner one four niner victor</i>   |
| 2356:59    | DLH           | <i>mooney nine one four nine victor duluth</i>  |
| 2357:02    | N9149V        | <i>yeen mooney four niner victor we're over here at the F-B-O with uh...information sierra we're ready to copy our I-F-R to winona</i>  |
| 2357:12    | DLH           | <i>mooney four nine victor cleared to the winona airport as filed maintain six thousand expect niner thousand one zero minutes after departure departure frequency one two five point four five squawk four two five zero</i> |
| 2357:26    | N9149V        | <i>cleared uhhhh....winona as filed six thousand we'll expect niner thousand one zero minutes one two five four five departure and four two five zero four niner victor</i>   |
| 2357:35    | DLH           | <i>mooney four nine victor read back correct</i>  |
| 2359:06    | N9149V        | <i>duluth ground mooney niner one four niner victor we're ready to taxi alpha</i>   |
| 2359:09    | DLH           | <i>mooney niner one four nine victor duluth ground hold your position on the ramp</i>   |
| 2359:14    | N9149V        | <i>and we'll stay on the ramp four niner victor</i>   |
| 2359:25    | DLH           | <i>mooney four nine victor exit out the [unintelligible] ramp via the east end taxi two seven via alpha alpha L five cross runway three</i>   |
| 2359:35    | N9149V        | <i>alright we'll exit the ramp on the east end then alpha and cross runway three four niner victor</i>  |
| 2359:40    | DLH           | <i>mooney four nine victor verify sierra</i>  |
| 2359:42    | N9149V        | <i>that's correct we have sierra</i>  |
| 0000:31    | DLH           | <i>atis tango available dulth altimeter three zero one niner</i>  |
| 0007:23    | DLH           | <i>mooney four niner victor you ready to go or you need a few more minutes yet</i>  |
| 0007:28    | N9149V        | <i>and we're just about ready to go</i>   |
| 0007:59    | DLH           | <i>mooney four niner victor turn left heading two four zero runway two seven cleared for take off</i>   |

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| 0008:11    | N9149V | <i>alright left uhh...two four zero cleared for take off four nine victor we're uh we're gonna go now</i>   |
| 0009:58    | DLH    | <i>mooney four nine victor traffic ahead and to your right in a mile is a helicopter eventually turning southwest bound</i>   |
| 0010:08    | N9149V | <i>and four niner victors looking</i>   |
| 0010:13    | DLH    | <i>mooney four nine victor turn left heading two four zero contact departure</i>  |
| 0010:17    | N9149V | <i>left two four zero go to departure four nine victor</i>  |
| 0011:26    | DLH    | <i>four nine victor you up on freq</i>  |
| 0011:31    | DLH    | <i>mooney nine one four nine victor contact departure one two five point four five</i>  |
| 0011:36    | N9149V | <i>going to departure one two five point four five four niner victor</i>  |
| 0011:54    | N9149V | <i>good evening departure mooney nine one four niner victor climbing through four thousand</i>  |
| 0012:03    | DLH    | <i>mooney four nine victor you're still up tower departure's one two five point four five</i>   |
| 0012:18    | N9149V | <i>good afternoon departure mooney niner one four niner victor uh...climbing through four thousand three hundred four nine victor</i>   |
|            |        | <b>** No further transmissions from N9149V were recorded **</b>   |
| 0012:26    | DLH    | <i>four niner victor departure radar contact turn left direct winona maintain niner thousand</i>  |
| 0020:41    | DLH    | <i>four niner victor say altitude</i>   |
| 0021:00    | DLH    | <i>mooney four niner victor duluth</i>  |
| 0021:14    | DLH    | <i>mooney niner one four niner victor duluth how do you hear</i>  |
| 0021:21    | DLH    | <i>mooney nine one four nine victor duluth tower how do you hear</i>  |
| 0021:37    | DLH    | <i>mooney niner one four niner victor duluth approach</i>   |
| 0021:52    | DLH    | <i>mooney nine one four nine victor duluth tower on guard one two one point five how do you hear</i>  |
| 0022:08    | DLH    | <i>mooney niner one four niner victor back up transmitter how do you hear duluth</i>  |
| 0022:22    | DLH    | <i>mooney four niner victor if you hear duluth ident</i>  |
| 0022:37    | DLH    | <i>[ATC Landline] the departure controller coordinates with the R10 controller at Minneapolis ARTCC (ZMP) about N9149V being cleared to 9,000 feet but that he was still climbing and that he no longer had contact with the pilot. The R10 controller at ZMP acknowledged, and stated that N9149V was radar contact.</i> |
| 0023:17    | ZMP    | <i>november niner one four nine victor minneapolis center</i>   |
| 0024:33    | DLH    | <i>november niner one four nine victor if you hear duluth tower or duluth approach could you ident</i>  |
| 0027:39    | SKW    | <i>november niner one four niner victor this is skywest [unintelligible] on guard</i>   |
| 0027:45    | DLH    | <i>november niner one four nine victor this is duluth how do you hear duluth on uh guard</i>  |
| 0027:59    | SKW    | <i>duluth this is skywest trying to get ahold of uh niner victor</i>  |
| 0028:39    | SKW    | <i>november niner one four niner victor this is skywest [unintelligible] on guard</i>   |

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| 0032:19    | DLH     | <i>[ATC Landline] controller relief briefing is conducted, controller being relieved stated that N4149V was supposed to level off at 9,000' but kept on climbing and stated they still couldn't get a hold of him. Said that he had tried all the CTAF frequencies down in that area and other frequencies, then intraphone hung up. During this call discussion could be heard in the background about N9149V.</i> |
| 0049:43    | DLH     | <i>november nine</i>  |
| 0049:51    | DLH     | <i>november nine one four nine victor daniel bass do you copy</i>   |
| 0050:10    | DLH     | <i>daniel bass november nine one four nine victor do you copy</i>   |
| 0050:33    | DLH     | <i>four nine victor daniel bass</i>   |
| 0050:59    | UNK     | <i>is daniel bass in trouble</i>  |
| 0051:11    | UNK     | <i>are you looking for the person or the aircraft</i>   |
| 0051:22    | UNK     | <i>roger</i>  |
| 0051:51    | DLH     | <i>transmitting on guard looking for nine one four nine victor nine one four nine victor if you hear this contact minneapolis one two one decimal zero five</i>   |
| 0054:23    | DLH     | <i>[ATC Landline] Coordination occurred between DLH and M98. DLH pointed out N9149V to M98 and explained that he was NORDO, climbing on his own, and was off course by a lot. The M98 controller acknowledged the point out and stated he had not been aware of anything about it until then.</i>   |
| 0058:45    | UAL326  | <i>and uh november niner one four niner victor this is united three twenty six november niner one four niner victor this is united three twenty six how do you read</i>   |
| 0059:04    | UAL326  | <i>and uh november niner one four niner victor united three twenty six if you can read this transmission please switch to frequency one two one decimal zero five again that's one two one decimal zero five for daniel bass pilot of november niner one four niner victor</i>  |
| 0059:31    | M98     | <i>november niner one four niner victor minneapolis</i>   |
| 0059:34    | UAL326  | <i>and is anyone reading united three twenty six on this frequency</i>  |
| 0059:39    | N4911X  | <i>united three twenty six helicopter four niner one one x-ray loud and clear</i>   |
| 0059:55    | M98     | <i>november niner one four niner victor minneapolis approach if you hear minneapolis approach ident</i>   |
| 0100:29    | M98     | <i>november niner one four niner victor minneapolis approach if you hear minneapolis approach ident</i>   |
| 0103:03    | M98     | <i>the M98 controller asked the pilot of AAL1380 to change frequencies and attempt to contact N9149V</i>  |
| 0104:22    | AAL1380 | <i>reported no response from N9149V</i>   |
| 0105:14    | AAL1380 | <i>again reported no response from N9149V after multiple attempts including on guard frequency</i>  |
| 0107:41    | M98     | <i>mooney niner one four niner victor minneapolis approach if you hear minneapolis approach ident</i>   |
| 0109:24    | M98     | <i>november niner one four niner victor minneapolis approach if you hear minneapolis approach ident</i>   |
| 0116:17    | M98     | <i>mooney niner one four niner victor minneapolis approach if you hear minneapolis approach ident</i>   |
| 0120:26    | M98     | <i>mooney niner one four niner victor minneapolis approach if you hear minneapolis approach ident</i>   |
| 0122:37    | M98     | <i>the M98 controller asked the pilot of RPA3494 to switch frequencies and attempt to contact N9149V</i>  |

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| 0125:30    | RPA3494 | reported no response from N9149V   |
| 0126:51    | ZMP     | the ZMP controller asked the pilot of N149JS to change frequencies and attempt to contact N9149V   |
| 0128:44    | M98     | [ATC Landline] the M98 controller coordinated a point out with ZMP on N9149V which was 2 miles east of Farmington  |
| 0129:15    | M98     | [ATC Landline] the M98 controller another sector at ZMP if he had any information on N9149V, and the controller said that he did but that he was already heading east.   |
| 0129:23    | N149JS  | reported no response from N9149V   |
| 0129:44    | ZMP     | the ZMP controller asked the pilot of N149JS to re-attempt to contact N9149V on a different frequency this time  |
| 0130:30    | M98     | mooney niner one four niner victor minneapolis approach if you hear minneapolis approach ident   |
| 0131:18    | N149JS  | reported no response from N9149V   |
| 0133:27    | M98     | the M98 controller asked the pilot of AAL2201 if he could change frequencies and attempt to contact N9149V   |
| 0133:48    | ZMP     | a controller relief briefing was conducted, no information was provided about N9149V   |
| 0136:15    | AAL2201 | reported no response from N9149V   |
| 0137:14    | ZMP     | november niner one four nine victor minneapolis how do you read  |
| 0138:23    | ZMP     | the ZMP controller asked the pilot of DAL785 and attempt to contact N9149V   |
| 0140:19    | M98     | mooney niner one four niner victor minneapolis approach ident  |
| 0141:15    | DAL785  | reported no response from N9149V   |
| 0142:35    | DAL785  | again reported no response from N9149V after multiple attempts including on guard frequency and to also try broadcasting to "Ben" as well if no response from N9149V   |
| 0143:07    | ZMP     | the ZMP controller asked the pilot of DAL814 to change frequencies and attempt to contact N9149V   |
| 0145:01    | DAL814  | reported no response from N9149V (also at this time after being at an indicated altitude of 12,500 msl for sometime, radar data indicated that N9149V began descending)  |
| 0147:04    | ZMP     | the ZMP controller again asked the pilot of DAL814 to change frequencies and attempt to contact N9149V   |
| 0148:02    | DAL814  | again reported no response from N9149V   |
| 0150:20    |         | radar data indicated that the MSAW alerted as N9149V was passing through an indicated altitude of 5,400 feet msl in a contiued descent   |
| 0152:47    |         | radar data indicated that after reaching an indicated altitude of 2,300 feet msl, the radar data tag entered a "CST" status. At approximately the same time, a Southwest airlines pilot stated that he thought he may have heard N9149V attempt to transmit. |
| 0155:44    | SCX344  | reported picking up ELT  |
|            |         | <b>** End of Partial Transcript **</b>   |
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|            |         |  |