



Federal Aviation Administration

Memorandum

Date: January 27, 2015

From: MDW ATCT

To: Aircraft Accident File MDW-ATCT-0242

Subject: **INFORMATION**: Partial Transcript

Aircraft Accident; CTL62

Chicago, IL. November 18, 2014

This transcription covers the Midway Airport Traffic Control Tower (ATCT) Local Control position for the time period from November 18, 2014 07:53 UTC, to November 18, 2014, 08:06 UTC.


Agencies Making Transmissions

Abbreviations

CTL62, AC50
Midway ATCT, Local Control

CTL62
LC

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving CTL62:


K. Douglas Perry
Air Traffic Manager
Midway ATCT

0753
(0754-0757)

0758
0758:50 CTL62 tower central two six two

0758:54 LC central six two

0758:56 CTL62 ah i have an amendment ah instead of going up to palwaukee we are going to go direct to o s u ah do i need to go and put in a new flight plan for that can you help me with that

0759

0759:05 LC yeah i can help you out i'll put something in and i'll be with you in a second

0759:09 CTL62 very good six one or two

08:00

0800:03 LC central six two i've got it uh when you're ready

0800:05 CTL62 roger six two ready to copy

0800:11 LC central six two is cleared o s u midway one departure radar vectors gipper golf india juliet then direct climb via the sid top altitude three thousand departure frequency one two eight point two squawk is four three seven one

0800:33 CTL62 o k ah cleared to o s u um via radar vectors to gip and then to via the sid ah climb and maintain three thousand one two eight two and four three seven one

0800:48 LC read back correct did you ah what did you want for a final

0800:54 CTL62 ah probably can go up to six be a final

0800:58 LC and central six two maintain three thousand expect six thousand as your final and they just changed departure frequencies at the tracon so your departure frequency will be one two five point zero

0801

0801:11 CTL62 one two five point zero central six two

0802

(0803-0805)

0806

End of Transcript



Federal Aviation Administration

Memorandum

Date: January 27, 2015

From: MDW ATCT

To: Aircraft Accident File MDW-ATCT-0242

Subject: **INFORMATION**: Partial Transcript

Aircraft Accident; CTL62

Chicago, IL. November 18, 2014

This transcription covers the Midway Airport Traffic Control Tower (ATCT) Local Control position for the time period from November 18, 2014 08:29 UTC, to November 18, 2014, 09:06 UTC.


Agencies Making Transmissions

CTL62, AC50
Midway ATCT, Local Control
Chicago TRACON
Unknown
Operations Vehicle 83
Midway ARFF 652
Midway ARFF Engine 127
Midway Operations

Abbreviations

CTL62
LC
C90
UKN
APT83
652
127
OPS

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving CTL62:


K. Douglas Perry
Air Traffic Manager
Midway ATCT

0829

(0829-0833)

0834

0834:25 CTL62

midway tower central six two uh at atlantic ready to taxi for departure

0834:32 LC central six two roger three one center taxi via yankee cross three one left hold short runway three one center on yankee

0834:44 CTL62 three one center ah via yankee cross three one and hold short three one center central six one two

0835
0836
0836:51 LC central six two you'll turn right back taxi down three one center and advise ready to go

0836:59 CTL62 right back taxi three one center and advise when ready central two

0837
0838
0838:35 CTL62 tower central six two is ready for takeoff three one center

0838:39 LC central six two thank you the wind two six zero at one five gusts two zero runway three one center turn right heading one one zero cleared for takeoff

0838:50 CTL62 right one one zero ah cleared for takeoff three zero three

0839
0840
0840:14 LC chicago midway

0840:17 CTL62 tower central six two ah i'd like to come back and land i am having trouble with the left engine

0840:23 LC central six two roger ah either right or left traffic your choice continue and then ah let me know if you'd also like if you make right traffic you could also have two two left

0840:33 CTL62 i want left traffic central three one

0840:35 C90 go ahead midway o'hare is on

0840:37 LC yeah the central six two's got problems he's coming back

0840:39 C90 okay

0840:40 LC i'll get right back two you

0840:41 C90 alright thanks

0840:45 LC and central six two if you'd like ah i can also try to get four right for you if you'd like

0840:54 LC airport electric report clear of ah four right and two two left

0840:56 CTL62 (unintelligible)into the wind central one six two

0841
0841:00 LC central six two roger the winds two six zero at one six gusts two zero

0841:05 CTL62 two six zero thank you central six two

0841:13 LC central six two runway three one center you are cleared to land wind two five zero at one five

0841:19 CTL62 two five zero at one five cleared to land central gonna go three one center central six two

0841:59 LC roger

0842

0842:00 LC wind check two five zero at one six gusts two zero

0842:08 LC [REDACTED]

0842:20 LC central six two are you still with me

0842:36 UNK tower call the crash phone

0842:54 C90 midway o'hare

0843
0843:00 LC midway

0843:01 C90 is he back on the ground

0843:02 LC no i no i think he's crashed standby

0843:04 C90 okay

0843:06 LC central six two midway tower are you up

0843:14 APT83 midway tower from airport eighty three he went down he didn't make it to the airfield

0843:19 LC okay he did not make it to the field it looked like he just went down just short of thirty one center

0843:25 APT83 airport eighty three (unintelligible) going out off the field now

0843:27 LC okay

0843:28 APT83 (unintelligible) i don't know exactly where but at least have them
come out on sixty third and cicero

0843:41 LC roger i've already alerted the uh uh fire

0844
0844:04 LC okay uh chicago midway

0844:08 C90 yeah go ahead

0844:09 LC i believe he uh the plane went down just short of the runway so
we're working on this it's central six two so he's a commander so
he's not coming to you and we'll get you updates is coming

0844:19 C90 keep me advised thank you

0845
0845:51 652 rescue six five two ah midway ground

0845:56 LC rescue six five two you're on tower

0845:59 652 yeah uh do you know where this plane is at

0846
0846:03 LC rescue six five two he's just southeast of the field we would say
approximately a quarter to a half mile southeast on base for runway
three one center

0846:16 652 uh do you want us to go off the field

0846:18 LC well he's not on the field so ah that would probably be best

0846:23 652 uh do you want us to go off the field

0846:27 LC yes sir

0846:30 LC rescue six five two yes go ah if you would he's not on the field so if you could go southeast of here and look

0846:38 652 six five two we're leaving the field uh to look for the plane

0846:52 127 tower rescue six tower engine one twenty seven we have a report and company is responding to [REDACTED]

0847
0847:07 LC roger

0848
0849
0850
0850:23 127 tower rescue one twenty seven

0850:26 LC rescue one twenty seven tower

0850:28 127 yeah we have a confirmation we do have an aircraft small aircraft into the building on knox at sixty fifth we have companies responding (unintelligible) we do not have a fire at this time

0850:39 LC rescue one two seven thank you

0850:53 LC tower cab

0850:55 OPS i've got an address [REDACTED]

0850:59 LC okay

0851

0851:00 OPS and um it hit a house uh the operations department is on site

0851:06 LC okay because rescue just called me and said they were on the scene and there is no fire

0851:10 OPS okay good um do we know souls on board

0851:13 LC uh we don't know for sure usually they have one person and i talked to only one person when he came in and richie uh talked to only one person when he came out we can't confirm normally they come in with one

0851:29 OPS okay can i have your initials

0851:30 LC pr thanks bye

0852

(0853-0859)

0900

0900:29 652 midway ground this is rescue six five two do you not have amount of souls on board for n three zero m b

0900:50 LC rescue six five two we don't know for sure if you check with atlantic aviation on the field they would probably be able to verify we it's one because we only talked to one person coming in and out and usually they only have one on the plane but we don't know for sure

0901

0901:15 652 message received

0901:21 652 midway ground rescue six five two do you have a a number we can get hold of atlantic

0901:28 LC rescue six five two stand by

0901:37 LC rescue six five two I've got the number when you are ready

0901:41 652 rescue six five two go ahead

0901:43 LC



0901:54 652 message received
0902
(0903-0905)
0906

End of Transcript