

DAB-ATCT-252
N153ER & N3038N



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; N153ER & N3038N; 1 NM NE
of Deland Municipal Airport (DED), FL.;
December 3, 1999; 1520 UTC

Date: December 15, 1999

From: Daytona Beach ATCT

Reply to
Attn of:

To: Aircraft Accident File DAB-ATCT-252

This transcription covers the Daytona Beach ATCT Clearance Delivery position for the time period from December 3, 1999, 1345 UTC to December 3, 1999, 1431 UTC.

Agencies Making Transmissions

N153ER
Daytona Beach ATCT, Clearance Delivery
N3038N

Abbreviations

R153
CD
N3038N

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N153ER and N3038N:

A handwritten signature in black ink, appearing to read 'Richard A. Marsh', written over a black rectangular redaction box.

Richard A. Marsh
Air Traffic Control Specialist
Daytona Beach ATCT

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N153ER & N3038N

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1358:53

R153

daytona clearance uh riddle one five three requesting
uh v f r departure to leesburg at uh two thousand five
hundred feet and we have information alpha

1359

1359:08

CD

november one five three daytona clearance delivery
on request standby

1359:25

CD

riddle one five three maintain v f r at or below two thousand
five hundred departure control frequency will be one two
five point three five squawk zero one one two

1359:38

R153

ah riddle one five three at or below two thousand five
hundred radio one two five point three five and squawking
zero one one two

1359:47

CD

riddle one five three readback correct and uh ground one
two one point niner to taxi

1359:52

R153

one two one point niner to taxi thank you very much riddle
one five three

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N153ER & N3038N

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1416:19 N3038N clearance delivery seminole three zero three eight november

1416:32 CD three zero three eight november daytona clearance delivery

1416:35 N3038N and good morning daytona three zero three eight november would like to request a local i f r clearance ah ah we would shoot ah v o r two three approach deland to be followed by n d b approach runway thirty deland and uh then we'll break off and come back for an i l s later

1417

1417:03 CD three zero three eight november you have the current atis alpha

1417:06 N3038N ah three eight november we have affirmative alpha

1417:25 CD november three zero three eight november is cleared to the deland airport via radar vectors climb and maintain two thousand departure control frequency will be one two three point niner squawk zero two five seven

1417:40 N3038N okay uh seminole three zero three eight november is cleared to de deland via radar vectors climb maintain two thousand one two three point niner and squawk zero two five seven

1417:55 CD three zero three november readback correct where you parked now

1417:59 N3038N we're parked at the jet center sir

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N153ER & N3038N

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1418:01 CD contact ground one two one point niner to taxi

1418:04 N3038N ah roger

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End of Transcript

DAB-ATCT-252
N153ER & N3038N



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; N153ER and N3038N; 1 NM NE
of Deland Municipal Airport (DED), FL.;
December 3, 1999; 1520 UTC

Date: December 15, 1999

From: Daytona Beach ATCT

Reply to
Attn of:

To: Aircraft Accident File DAB-ATCT-252

This transcription covers the Daytona Beach ATCT Ground Control 2 position for the time period from December 3, 1999, 1402 UTC to December 3, 1999, 1432 UTC.

Agencies Making Transmissions

N153ER
Daytona Beach ATCT, Ground Control 2
N3038N

Abbreviations

R153
GC2
N3038N

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N153ER and N3038N:

A handwritten signature in black ink, which has been partially obscured by a black rectangular redaction box.

Richard A. Marsh
Air Traffic Control Specialist
Daytona Beach ATCT

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1411:40 R153 daytona ground riddle one five three is at the romeo
three taxiway ah taxi for takeoff and we have alpha

1411:48 GC2 riddle one five three daytona ground runway seven
right taxi via echo hold short runway seven left and
your new departure frequency one two three point niner

1412
1412:01 R153 riddle one five three i will take seven right via echo hold
short seven left and departure frequency one two three
point niner

1412:09 GC2 riddle one five three readback correct hold short of the
runway

1412:13 R153 one five three hold short of seven left
1413

1413:27 GC2 riddle one five three hold short of the runway contact
ground one two four point two five

1413:33 R153 riddle one five three hold short of the runway contact ah
ground one two four point two five

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1418:36 N3038N and daytona ground uh three zero three eight november
at the jet center with uh alpha like to taxi

1418:45 GC2 understand three zero three eight november

1418:48 N3038N ah that's affirmative sir

1418:50 GC2 cessna three zero three eight november taxi to

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to runway seven left intersection departure november
five

1418:57 N3038N three zero three eight november is a seminole sir and
we'd like to take ah either two or three if possible

1419:03 GC2 seminole three zero three eight november roger uh
taxi to intersection departure november three

1419:09 N3038N okay november three for three eight november via
november via november right side

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End of Transcript

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N153ER & N3038N



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; N153ER and N3038N; 1 NM NE
of Deland Municipal Airport (DED), FL.;
December 3, 1999; 1520 UTC

Date: December 15, 1999

From: Daytona Beach ATCT

Reply to
Attn of:

To: Aircraft Accident File DAB-ATCT-252

This transcription covers the Daytona Beach ATCT Ground Control 1 position for the time period from December 3, 1999, 1405 UTC to December 3, 1999, 1422 UTC.

Agencies Making Transmissions

N153ER
Daytona Beach ATCT, Ground Control 1

Abbreviations

R153
GC1

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N153ER and N3038N:

A handwritten signature in black ink, which has been partially obscured by a black rectangular redaction box.

Richard A. Marsh
Air Traffic Control Specialist
Daytona Beach ATCT

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N153ER & N3038N

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1414:08	R153	daytona ground riddle one five three is holding short seven left
1414:16	GC1	riddle one five three daytona ground hold short for landing traffic
1414:19	R153	one five three holding short
1414:43	GC1	riddle one five three cross runway seven left taxi seven right
1414:46	R153	one five tree three crossing seven left taxi seven right
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End of Transcript

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N153ER & N3038N



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; N153ER and N3038N; 1 NM NE
of Deland Municipal Airport (DED), FL.;
December 3, 1999; 1520 UTC

Date: December 15, 1999

From: Daytona Beach ATCT

Reply to
Attn of:

To: Aircraft Accident File DAB-ATCT-252

This transcription covers the Daytona Beach ATCT Local Control 2 position for the time period from December 3, 1999, 1408 UTC to December 3, 1999, 1432 UTC.

Agencies Making Transmissions
N153ER
Daytona Beach ATCT, Local Control 2

Abbreviations
R153
LC2

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N153ER and N3038N:

A handwritten signature in black ink, appearing to read 'Richard A. Marsh', written over a black rectangular redaction box.

Richard A. Marsh
Air Traffic Control Specialist
Daytona Beach ATCT

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1420:47 R153 daytona tower riddle one five three is uh ready for takeoff

1420:52 LC2 riddle one five three use caution for birds fly runway heading runway seven right cleared for takeoff

1420:57 R153 runway heading seven right cleared for takeoff

1421

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1423:07 LC2 riddle one five three i need you to squawk zero one one two and fly heading one one zero

1423:11 R153 zero one one two fly heading one one zero

1423:46 LC2 one five three contact departure one two three point niner

1423:49 R153 contacting departure one two three point niner riddle one five three thanks

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End of Transcript

DAB-ATCT-252
N153ER & N3038N



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; N153ER and N3038N; 1 NM North
of Deland Municipal Airport (DED), FL.;
December 3, 1999; 1520 UTC

Date: December 15, 1999

From: Daytona Beach ATCT

Reply to
Attn of:

To: Aircraft Accident File DAB-ATCT-252

This transcription covers the Daytona Beach ATCT Departure-Departure Radar position for the time period from December 3, 1999, 1414 UTC to December 3, 1999, 1434 UTC.

Agencies Making Transmissions

N153ER
Daytona Beach ATCT, Departure-Departure Radar

Abbreviations

R153
D-DR

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N153ER and N3038N:

A handwritten signature is present, but the name and title are redacted with a black box.

Richard A. Marsh
Air Traffic Control Specialist
Daytona Beach ATCT

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1424			
1424:04	R153		daytona departure uh riddle one five three climbing through one thousand five hundred feet
1424:08	D-DR		riddle one five three daytona departure radar contact
1424:13	R153		one five three
1424:15	D-DR		riddle one five three contact approach one two five point three five
1424:19	R153		contacting approach one two five point three five riddle one five three
1425			
1426			
1427			
1427:03	D-DR		riddle one five three daytona you still with me
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End of Transcript

DAB-ATCT-252
N153ER & N3038N



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; N153ER and N3038N; 1 NM NE
of Deland Municipal Airport (DED), FL.;
December 3, 1999; 1520 UTC

Date: December 15, 1999

From: Daytona Beach ATCT

Reply to
Attn of:

To: Aircraft Accident File DAB-ATCT-252

This transcription covers the Daytona Beach ATCT South-Arrival Radar position for the time period from December 3, 1999, 1400 UTC to December 3, 1999, 1445 UTC.

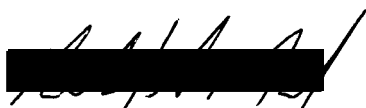
Agencies Making Transmissions

N153ER
Daytona Beach ATCT, South-Arrival Radar

Abbreviations

R153
S-AR

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N153ER and N3038N:


Richard A. Marsh
Air Traffic Control Specialist
Daytona Beach ATCT

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1424:45

R153

daytona departure riddle one five three

1425

1425:01

S-AR

who else called me please

1425:18

R153

daytona departure riddle one five three is climbing
through two thousand three hundred feet

1425:24

S-AR

riddle one five three daytona is radar contact proceed
on course

1425:28

R153

one five three on course

1426

1427

1428

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1431:06

S-AR

riddle one five three fly heading one eight zero vector
on course

1431:10

R153

one five three uh one eight zero vector on course
thank you

1431:40	S-AR	riddle one five three fly southbound please one eighty heading have on course for you in three miles thanks
1431:46	R153	(unintelligible) roger one five three
1431:48	S-AR	riddle one five three daytona fly heading one eight zero please
1431:53	R153	one five three this is heading one eight zero
1431:55	S-AR	that's correct thank you
1432		
1433		
1433:31	S-AR	riddle one five three proceed on course company is twelve o'clock and two miles northwest bound at two thousand five hundred do you see him
1433:39	R153	*(riddle one) five three negative we're looking
1434		
1434:04	S-AR	riddle one five three do you see the company issued two o'clock and a mile northwest bound your altitude
1434:08	R153	riddle one five three we have traffic in sight
1434:11	S-AR	thank you mam you can proceed on course riddle one five three maintain visual separation with the company squawk v f r radar service terminated and next frequency will be orlando on one two one point one good day now
1434:20	R153	ah one five three ah thank you good day
1434:23	S-AR	good day
1435		

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N153ER & N3038N

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End of Transcript

* This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances.

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N153ER & N3038N



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; N153ER and N3038N; 1 NM NE
of Deland Municipal Airport (DED), FL.;
December 3, 1999; 1520 UTC

Date: December 15, 1999

From: Daytona Beach ATCT

Reply to
Attn of:

To: Aircraft Accident File DAB-ATCT-252

This transcription covers the Daytona Beach ATCT Local Control 1 position for the time period from December 3, 1999, 1425 UTC to December 3, 1999, 1449 UTC.

Agencies Making Transmissions

N3038N
Daytona Beach ATCT, Local Control 1

Abbreviations

N3038N
LC1

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N153ER and N3038N:

A handwritten signature in black ink, which has been partially obscured by a black redaction box.

Richard A. Marsh
Air Traffic Control Specialist
Daytona Beach ATCT

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N153ER & N3038N

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1435			
1435:55	N3038N		november three zero three eight november at november three ready for takeoff
1436:04	LC1		and missed the last call say again please
1436:08	N3038N		ah yes sir that was ah seminole three zero three eight november on november three ready for takeoff
1436:14	LC1		seminole three zero three eight november daytona tower hold short of runway seven left landing and departing traffic
1436:19	N3038N		three eight november holding short
1437			
1438			
1438:08	LC1		seminole three eight november runway seven left november three taxi into position and hold
1438:13	N3038N		position and hold three eight november
1438:29	N3038N		and tower three eight november do you have the exact time sir
1438:33	LC1		okay the time one four three eight and three one eight three four and a ha one eight
1438:38	LC1		one four three eight and one half zulu or local time nine thirty eight
1438:43	N3038N		nine thirty eight thank you
1438:48	LC1		seminole three eight november runway seven left runway heading cleared for takeoff

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N153ER & N3038N

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1438:52	N3038N	ah three eight november cleared for takeoff
1439		
1440		
1440:19	LC1	seminole three eight november turn left heading zero three zero contact departure
1440:22	N3038N	three eight november zero three zero contacting departure
1441		
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End of Transcript

DAB-ATCT-252
N153ER & N3038N



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; N153ER and N3038N; 1 NM NE
of Deland Municipal Airport (DED), FL.;
December 3, 1999; 1520 UTC

Date: December 15, 1999

From: Daytona Beach ATCT

Reply to
Attn of:

To: Aircraft Accident File DAB-ATCT-252

This transcription covers the Daytona Beach ATCT North-Arrival Radar position for the time period from December 3, 1999, 1432 UTC to December 3, 1999, 1523 UTC.

Agencies Making Transmissions

N3038N
Daytona Beach ATCT, North-Arrival Radar
Daytona Beach ATCT, North-Arrival Radar
(Relieving Controller)

Abbreviations

N3038N
N-AR
N-AR(R)

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N153ER and N3038N:

Richard A. Marsh
Air Traffic Control Specialist
Daytona Beach ATCT

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N153ER & N3038N

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1440

1441

1441:55

N3038N

daytona approach three zero three eight november
is with you out of eighteen hundred

1441:59

N-AR

november three zero three eight november daytona
beach departure uh radar contact maintain one
thousand six hundred expect vectors or correction uh
maintain one thousand six hundred expect vectors
to final

1442:10

N3038N

ah three zero three eight november is it possible we
can have the full approach sir uh to fly over the v o r

1442:21

N-AR

november three zero three eight november unable
v o r uh v o r deland approach

1442:58

N3038N

three eight november a mile north of ormond is fine
sir

1443:01

N-AR

okay three eight november not for you sir unable v o r
two three approaches fly tower assigned heading for now

1443:42

N-AR

three zero three november turn left heading three four
zero and say your next request unable v o r two three
at deland

1443:47

N3038N

ah three eight november we like to have ah n d b runway
thirty deland if possible sir

1443:53

N-AR

okay three eight november delands saturated right now
unable any approaches at deland let me rephrase that
unable any approaches at deland

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N153ER & N3038N

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1443:58	N3038N	i understand and ah let's go ahead and do ah v o r ah one six and ah we'll ah we'll do a new smyrna n d b approach ah two niner sir
1444:09	N-AR	november three eight november thank you turn left heading three four zero one thousand six hundred
1444:14	N3038N	heading three four zero sixteen hundred can we do the full approach on a v o r one six
1444:19	N-AR	okay climb and maintain two thousand one hundred for the full approach for three eight november
1444:24	N3038N	ah roger understand climb to three thousand
1444:49	N-AR	november three zero three eight november that's climb and maintain two thousand five hundred
1444:53 1445	N3038N	two thousand five hundred three eight november
1445:51	N-AR	okay three eight november you can turn left proceed direct ormond beach vortac proceed outbound approach two thousand five hundred and uh make sure are you on frequency one two five point eight
1445:59	N3038N	that's affirmative sir
1446:01 1447 1448 1449	N-AR	thank you
1449:15	N-AR	november three eight november proceed outbound approach maintain two thousand five hundred

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N153ER & N3038N

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1449:22	N3038N	that three eight november sir
1449:24	N-AR	three eight november proceed outbound approach two thousand five hundred
1449:27	N3038N	three eight november roger uh that was the previous clearance two thousand five hundred
1450		
1451		
1451:35	N-AR	seminole three zero three eight november start your descent now cleared v o r one six approach plan to break your approach off four miles north of daytona
1451:42	N3038N	ah three eight november leaving twenty five hundred for sixteen hundred sir
1452		
1453		
1454		
1454:42	N-AR	seminole three november traffic alert eleven o'clock less than a mile mode c indicating one thousand seven hundred
1454:48	N3038N	that for three eight november sir
1454:50	N-AR	that is correct sir
1455		
1455:52	N-AR	seminole three zero three eight november can you increase speed about one zero two zero knots for me
1455:57	N3038N	ah three eight november roger
1456		
1457		
1458		
1459		
1459:28	N-AR	seminole three zero three eight november after this v o r you said you want the i l s

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N153ER & N3038N

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1459:34	N-AR	seminole three eight november after this v o r one six uh do you want the i l s at daytona or do you want another request
1459:43	N3038N	three eight november (unintelligible)
1459:46	N-AR	three eight november after this i ah v o r one six would you like an approach at deland now
1459:51	N3038N	ah yes we'll take the deland after this one sir
1459:54	N-AR	okay roger what approach would you like at deland
1459:56	N3038N	we'd like ah the v o r two three if possible
1459:59	N-AR	okay you can expect that
1500:01	N3038N	okay can we do the full approach
1500:03	N-AR	standby one
1500:10	N-AR	three eight november you expect that (unintelligible) i'll call your breakoff in about another mile and a half
1500:15 1501	N3038N	ah three eight november roger
1501:23	N-AR	seminole three zero three eight november cancel approach clearance now turn right right turn heading two niner zero climb and maintain two thousand one hundred
1501:30	N3038N	two thousand one hundred and right heading two seven zero

1501:34	N-AR	three eight november that's uh turn right two niner zero if you can expedite your climb to two thousand one hundred for for three eight november heading two niner zero expect uh full approach v o r two three
1501:43	N3038N	ah roger uh two niner zero and two thousand one hundred and expediting my climbing
1502		
1503		
1503:48	N-AR	ah this is the briefing for north and your portion of departure
1503:51	N-AR(R)	(unintelligible) status one through four
1503:53	N-AR	no flight check i guess you're training six traffic uh no uh pointouts primaries holding handoffs still on frequency awaiting service requests (unintelligible) traffic is nine four tango on uh arrival one two six five five he's still on tower assigned heading (unintelligible) three eight november i f r i got him two ninety now he wants full v o r two three
1504:11	N-AR(R)	okay
1504:13	N-AR	six five four three six still two seventy want to break off his approach go to new smyrna beach i believe he said
1504:19	N-AR(R)	yeah he said that
1504:21	N-AR	okay he's on two seven zero one thousand six hundred v f r four two six on you frequency straight in one six four two seven has four two six in sight on your frequency straight in one six one seven one cleared for the approach told him i'd break off approach four miles north v f r he wants to go to new smyrna and hold first you can switch him to mateo any time that's it
1504:38	N-AR(R)	*(c t) okay m e

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N153ER & N3038N

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1504:39	N-AR	j k
1505		
1506		
1506:07	N-AR(R)	seminole three zero three eight november maintain two thousand one hundred proceed direct ormond beach join the ormond two one two radial
1506:15	N-AR(R)	ah roger twenty one hundred uh proceed direct to ormond beach and join the uh two two twelve radial
1507		
1508		
1509		
1509:37	N3038N	is that three eight november sir
1510		
1511		
1511:25	N-AR(R)	seminole three eight november report established on the two one two radial
1511:30	N-AR(R)	seminole three eight november report established on the two one two radial
1511:33	N3038N	proceeding for establishment and also we're uh leaving twenty one hundred for sixteen hundred
1511:38	N-AR(R)	seminole three eight november uh roger sir descend and maintain one thousand six hundred and contact daytona beach approach on one two five correction one two six point five five
1511:50	N3038N	ah three eight november twenty six five five and descending to sixteen hundred
1512		
1513		
1514		
1515		
1516		
1517		
1518		
1519		

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1520
1521
1522
1523

End of Transcript

* This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances

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N153ER & N3038N



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Partial Transcript; Aircraft
Accident; N153ER and N3038N; 1 NM NE
of Deland Municipal Airport (DED), FL.;
December 3, 1999; 1520 UTC

Date: December 15, 1999

From: Daytona Beach ATCT

Reply to
Attn of:

To: Aircraft Accident File DAB-ATCT-252

This transcription covers the Daytona Beach ATCT Arrival-Arrival Radar position for the time period from December 3, 1999, 1505 UTC to December 3, 1999, 1527 UTC.

Agencies Making Transmissions

N3038N
Daytona Beach ATCT, Arrival-Arrival Radar

Abbreviations

N3038N
A-AR

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N153ER and N3038N:

Richard A. Marsh
Air Traffic Control Specialist
Daytona Beach ATCT

1505
1506
1507
1508
1509
1510
1511
1512

1512:06 N3038N

and daytona departure uh three zero three eight
november uh descending to sixteen hundred about

on v o r two three deland

1512:30	A-AR	november three zero three november daytona approach maintain one thousand six hundred established final approach course inbound cleared for the v o r two three approach at deland maintain one thousand six hundred until established on the final approach course inbound
1512:41	N3038N	ah three eight november roger maintain sixteen hundred until established
1513		
1514		
1515		
1515:11	A-AR	november three zero three eight november use caution in deland area constant parachute jumping in progress thirteen thousand five hundred and below
1515:17	N3038N	three eight november roger
1516		
1517		
1517:32	A-AR	november three zero three november i understand you all gonna full stop at deland is that correct
1517:36	N3038N	negative sir we uh we gonna breakoff and do some air work and then come back with an i l s full stop we'll advise you
1517:43	A-AR	okay report canceling on this frequency please
1517:46	N3038N	three eight november roger
1518		
1518:02	N3038N	and three eight november we'd like to cancel at this time uh we'll advise you later when we come back to daytona
1518:08	A-AR	november three zero eight november radar service terminated squawk one two zero zero frequency change is approved

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1518:13 N3038N ah three eight november
1519
1520
1521
1522
1523
1524
1525
1526
1527

End of Transcript