



**DEPARTMENT OF THE AIR FORCE**  
HEADQUARTERS 28TH BOMB WING (AFGSC)  
ELLSWORTH AIR FORCE BASE SOUTH DAKOTA

08 July 2016

MEMORADUM FOR RECORD

FROM: 28 OPERATIONS SUPPORT SQUADRON  
2300 VANDENBERG CT  
ELLSWORTH AFB, SD 57706

SUBJECT: Transcript of Delta2845 landing at Ellsworth AFB.

1. This is a transcript of the events that occurred on 07 July 2016 involving DAL2845. The aircraft's destination was Rapid City Regional Airport. DAL2845 was set up for a visual approach runway 14, and given the close proximity airport advisory. The aircraft was then transferred to Rapid City Tower and proceeded to land on runway 13 at Ellsworth Air Force Base.
2. The transcript starts at 02:23:25 Zulu and ends at 02:48:44 Zulu. It was reconstructed from a Digital Audio Legal Recorder by SSgt Ackerman and SSgt Murrow. The recording was accomplished at the Dakota Air Traffic Control Radar Facility (DATCF) Ellsworth Air Force Base, SD. The transcript includes recordings from Ellsworth Approach Control (EA), and Watch Supervisor (WS). The other facilities that were recorded were Rapid City Tower (RAPT), Ellsworth AFB Tower (RCAT), Ellsworth AFB Airfield Management (AMOPS), and Ellsworth AFB Command Post (CP).
3. There were five aircraft included in this transcript.
  - N450AM, B407/L—VFR Arrival Rapid City Regional Airport
  - DAL2845, A320/L—Arrival Rapid City Regional Airport
  - GJS4858, CRJ7/L—Departure Rapid City Regional Airport
  - N817DM, HXB/G—VFR Arrival Rapid City Regional Airport
  - GJS4764, CRJ7/L—Departure Rapid City Regional Airport
4. I certify this to be a true and exact transcript of the original recording on file at this office at Ellsworth AFB, SD.

//SIGNED//  
ROY E. GRAUL, MSgt, USAF  
DATCF Chief Controller

<u>TIME (Zulu)</u>	<u>CALLER</u>	<u>TRANSMISSIONS</u>
02:23:25	N450AM	Ellsworth Approach, helicopter 450AM is no longer MEDEVAC, uh been cancelled. Return, uh, to Rapid and get uh, radar vectors. Um, um I'm assuming we're still using 14. May I get the uh, three-two full stop?
02:23:44	EA	MEDEVAC 450AM uh, say type approach requesting.
02:23:48	N450AM	Uh, RNAV three-two if it's available.
02:23:52	EA	MEDEVAC 450AM standby, on request.
02:23:55	N450AM	Zero Alpha Mike.
02:23:59	EA	Tower approach, VFR practice approach, APREQ.
02:24:17	RAPT	I'll call you back, KB.
02:24:19	EA	Roger.
02:24:39	RAPT	Whaddya got?
02:24:41	EA	Helicopter 450AM bell four-zero-seven, two-zero east requesting opposite direction arrival runway three-two, RNAV full stop.
02:24:50	RAPT	Let's do it. That's approved.
02:24:52	EA	Thank you, DD.
02:24:53	RAPT	KB
02:24:55	EA	Helicopter 450AM expect RNAV runway three-two approach.
02:25:02	N450AM	Zero Alpha Mike, and may I get radar vectors for um, uh, kind of a short approach?
02:25:08	EA	Helicopter 450AM turn left heading two-five-zero vectors final approach course, maintain VFR.
02:25:18	N450AM	Left two-five-zero, Zero Alpha Mike.
02:27:58	EA	Helicopter 450AM turn left heading two-three-zero

02:28:03	N450AM	Left two-three-zero, Zero Alpha Mike.
02:29:29	DAL2845	Ellsworth Approach, good evening. Delta 2845 out of twenty-three point five for flight level one-seven-zero. One seven thousand, Delta 2845.
02:29:39	EA	Delta 2845, Ellsworth Approach, descend and maintain five thousand three hundred. Expect visual approach runway one-four.
02:29:44	DAL2845	Down to five thousand three hundred, we'll expect visual one four, Delta 2845.
02:31:12	EA	Helicopter 450AM, five miles from final approach fix, turn right heading two-niner-zero, maintain VFR, practice approach approved, no separation services provided.
02:31:20	N450AM	Right two-niner-zero, cleared for the uh, practice RNAV three-two approach, thanks.
02:31:25	EA	Delta 2845 turn ten degrees right, vector for the visual approach.
02:31:29	DAL2845	Ten degrees right, Delta 2845.
02:31:35	EA	Helicopter 450AM, contact Rapid City Tower one-two-five point eight-five.
02:31:40	N450AM	Twenty-five eighty-five, Zero Alpha Mike, switching. Thank you sir, have a fantastic evening. See ya!
02:31:45	EA	See ya!
02:31:48	EA	Tower approach, inbound.
02:31:52	RAPT	Tower.
02:31:54	EA	Delta 2845, three-zero east.
02:31:56	RAPT	Thanks, KB
02:31:57	EA	DD
02:33:12	EA	Delta 2845 turn right heading two-eight-zero.

02:33:16	DAL2845	Right two-eight-zero, Delta 2845.
02:34:58	EA	Delta 2845 turn right heading three-zero-zero.
02:35:02	DAL2845	Right to three-zero-zero, Delta 2845.
02:36:02	RAPT	Tell Delta if he wasn't doing three-fifty he could descend a lot faster!
02:36:07	EA	I dunno what it is, Denver keeps sending to me high, and then they just take their time on that descent.
02:36:12	RAPT	Dude, I mean if he was doing like, two-seventy he wouldn't have to extend out as far because he wouldn't be going so fast, but apparently they don't understand what that concept is.
02:36:21	EA	Gotta push it. Throttle to the wall.
02:36:22	RAPT	Yeah, I guess so, huh?
02:36:23	EA	Living on the edge.
02:36:24	RAPT	Yeah he wants to be like NASCAR. I wanna go fast!
02:36:27	EA	(Laughing)
02:36:27	RAPT	Request release for Lindbergh 4858 please.
02:36:31	EA	Uh, Lindbergh 4858 turn right on course released.
02:36:34	RAPT	Right on course, thank you.
02:36:35	EA	DD.
02:36:35	RAPT	KB.
02:37:15	EA	Delta 2845, turn left heading two-three-zero.
02:37:22	DAL2845	Like to keep her a little high. You mind if we keep going out a little bit longer?
02:37:26	EA	Delta forty, correction, Delta 2845 remain present heading, advise ready to proceed inbound.

02:37:30	DAL2845	Present heading for now, Delta 2845, thank you.
02:37:33	EA	No problem.
02:38:36	RAPT	Three-sixty to one-sixty, what is this?
02:38:40	EA	I have no idea, he's, he, he just dropped an anchor or something. He's, he's dragging now. And you, the thing is, I'm, I'm about to ask him if he can accept a turn back. I was gonna base him, but he asked for the heading, so...
02:38:53	RAPT	He'd better be able to turn and make that. Sixty-six hundred, twelve miles out...If not, you should not be an Airbus pilot.
02:38:59	EA	I expect so much more from three-twenty pilots.
02:39:01	RAPT	I know, right?
02:39:02	EA	This is just disappointing.
02:39:03	RAPT	Your Lindbergh is rolling. They're happy at least.
02:39:06	EA	(Chortle) Thanks, DD.
02:39:07	RAPT	KB
02:39:08	EA	Delta 2845 are you able to accept a left turn at this time?
02:39:12	DAL2845	Uh, we can accept a left turn, and field in sight, Delta 2845.
02:39:16	EA	Uh, Delta 2845, cleared visual approach runway one-four. Use caution for Ellsworth Air Force Base located six miles northwest of Rapid City Regional.
02:39:24	DAL2845	Kay, cleared visual approach runway one-four, Delta 2845.
02:40:00	GJS4858	Departure, Lindbergh 4858 uh, five thousand climbing one-six thousand.
02:40:05	EA	Lindbergh 4858 Ellsworth Departure, radar contact.
02:40:10	DAL2845	Approach, Delta 2845 want us over to tower sir?

02:40:14	EA	Delta 2845, contact Rapid City Tower one-two-five point eight-five, have a good night.
02:40:18	DAL2845	Twenty-five eighty-five, you too. Delta twenty-five, uh, 2845, we'll see ya.
02:42:24	RAPT	He landed at Ellsworth.
02:42:27	EA	What?
02:42:28	RAPT	He's at Ellsworth.
02:42:31	EA	Okay.
02:42:32	RAPT	Let me call tower.
02:42:34	EA	Roger, DD.
02:42:53	RCAT	So call ya.
02:42:54	WS	Supe, Hello?
02:43:35	N817DM	Ellsworth Approach, Experimental 817DM.
02:43:39	EA	Last aircraft calling Ellsworth Approach, say again.
02:43:41	RCAT	Delta's here for landing.
02:43:42	N817DM	Experimental 817DM.
02:43:44	WS	Yea, what's up...
02:43:44	RCAT	So I'm scurrying around, and we'll see what happens here, but anyway, uh, so consider runway ops suspended for now and we'll figure out what's going on, thanks.
02:43:48	EA	Experimental 817DM, Ellsworth approach, squawk zero-two-four-seven, say altitude and request.
02:43:52	WS	Alright, T-C.
02:43:54	N817DM	817DM we are one-eight miles north tonight, inbound to Rapid City Regional, full stop there. And we are four-thousand four-hundred feet.
02:44:08	EA	Experimental 7DM radar contact one-eight miles north of

Rapid City Regional. Rapid City Regional landing runway one-four, wind one-three-zero at three, altimeter two-niner-niner-eight.

02:44:18 AMOPS Go RAPCON.

02:44:21 WS Hey um, did you guys see that a Delta...

02:44:23 N817DM Point niner-eight and uh, do we have, is uh, Ellsworth Tower open?

02:44:24 AMOPS Yea we, we got the call for that.

02:44:26 WS Ok um, I'm not sure what the next steps will be for us, I guess just notify you then.

02:44:27 EA Lindbergh 4858, contact Denver Center one-two-seven point niner-five.

02:44:31 GJS4858 Twenty-seven niner-five, Lindbergh 4858 we'll see ya.

02:44:32 AMOPS Yea pretty much uh, do you have anything on the call sign or anything like that?

02:44:34 WS Uh, stand by I'll get the call sign for ya, oh hold on, it is uh, Delta twenty-eight forty-five.

02:44:43 EA Test one-two.

02:44:44 AMOPS Delta twenty-eight thirty-five.

02:44:45 WS Twenty-eight forty-five.

02:44:47 EA Tower approach, VFR.

02:44:47 AMOPS Twenty-eight forty-five.

02:44:49 WS Yeah and he's a A three-twenty.

02:44:51 AMOPS A three-twenty, any other information you got?

02:44:53 WS Um nope we uh cleared him for visual at uh Rapid City gave him the advisory about Ellsworth and we shipped him to tower, he still winded up landing here.

02:45:03 AMOPS Ok thanks a lot \*\*\*\*.

02:45:04	WS	Yep T-C.
02:45:19	N817DM	Approach 817DM. Uh, is Ellsworth uh, tower open, i.e. we have clearance through uh, class Delta Ellsworth?
02:45:27	EA	November 7DM your transition is approved as requested. Rapid City Regional is twelve o'clock, one-five miles.
02:45:33	N817DM	817DM thanks.
02:45:43	RAPT	817DM?
02:45:45	EA	Affirmative-
02:45:46	RAPT	Gosh dang-it man...
02:45:46	EA	-he's one-five North.
02:45:46	RAPT	(Laughing)
02:45:47	EA	I, I can't believe he did that.
02:45:49	RAPT	No, I was watching him too and I, you know, I'm like, he's doing a hundred and forty knots, and then I go over to put my traffic in and then I come back and he's off the radar, and he's like, "Tower, we just landed at Ellsworth." Oh no...
02:46:00	EA	God...
02:46:00	RAPT	JD didn't know either. I called over to JD. Man..!
02:46:04	EA	Yeah.
02:46:04	RAPT	Alright, I'm gonna call Moe.
02:46:06	EA	I got an inbound for you by the way.
02:46:07	RAPT	Okay, go ahead.
02:46:08	EA	It's uh, Lindbergh 4764, four-zero south.
02:46:11	RAPT	Alright, thank you.
02:46:12	EA	DD.



02:46:12	RAPT	KB.
02:46:34	WS	Air traffic recorded line, Mr. ****.
02:46:36	CP	Hey Mr. ****, this is Sergeant **** at Command Post.
02:46:37	EA	November 7DM, use caution for Ellsworth Air Force Base twelve o'clock, six miles.
02:46:38	WS	Hey how ya doing?
02:46:39	CP	Hey doing alright, um do you happen to have a call sign and aircraft type on the Delta that landed?
02:46:44	N817DM	817DM, yup.
02:46:45	WS	It's uh Delta twenty-eight forty-five, and it's a A three-twenty.
02:46:48	EA	November 7DM, contact Rapid City Tower, one-two-five point eight-five.
02:46:51	CP	A three-twenty.
02:46:52	WS	Yea.
02:46:52	N817DM	817DM, thanks.
02:46:53	CP	Alright thank you very much sir.
02:46:54	WS	No problem, bye.
02:47:09	GJS4764	Ellsworth, uh good evening. It's uh, Lindbergh 4764 level at one-seven thousand. We have the weather at Rapid City, uh, hoping for runway three-two this evening.
02:47:18	EA	Lindbergh 4764, Ellsworth Approach, descend and maintain seven thousand. Expect, uh, uh stand by, on request.
02:47:25	GJS4764	Down to seven thousand, Lindbergh 4764.
02:47:29	EA	Tower Approach, APREQ.
02:47:31	RAPT	Tower.

02:47:32 EA Lindbergh 4764 is requesting opposite direction arrival runway three-two. He's currently three-five south.

02:47:37 RAPT Uh, long as I can get 7DM in, that's approved.

02:47:41 EA Thank you, DD.

02:47:42 RAPT KB.

02:47:44 EA Lindbergh 4764, expect visual approach runway three-two.

02:47:47 GJS4764 Thank you sir, Lindbergh 4764.

02:48:38 EA Lindbergh 4764, turn right heading zero-three-zero, vectors for the visual.

02:48:43 GJS4764 Heading zero-three-zero uh, Lindbergh 4764.

**END OF TRANSCRIPT**



**DEPARTMENT OF THE AIR FORCE**  
**HEADQUARTERS 28TH BOMB WING (AFGSC)**  
**ELLSWORTH AIR FORCE BASE SOUTH DAKOTA**

07 July 2016

MEMORADUM FOR RECORD

FROM: 28 OSS/OSA (OSAT)  
814 KENNEY DR  
ELLSWORTH AFB, SD 57706

SUBJECT: Transcript of Delta2845 landing at Ellsworth AFB.

1 The following is a transcript of the events that occurred on 07 July 2016. The transcript starts at 02:05:32 Zulu and ends at 05:21:37 Zulu. It was reconstructed from a Digital Audio Legal Recorder (DALR) System. The recording was accomplished at the Air Traffic Control Tower Facility Ellsworth Air Force Base (AFB), SD. The transcript includes recordings from the Tower Watch Supervisor (WS) position, the Tower LMR Net, 126.05, 121.5. Other abbreviations include 28<sup>th</sup> Bomb Wing Commander (WG/CC), 28<sup>th</sup> Operations Group Commander (OG/CC) Airfield 3 (AF3), Airfield Management Operations (AMOPS), Maintenance Operations Control Center (MOCC), Rapid City Tower (RAP), Primary Crash Activation System (PCAS), DATCF Approach Control Watch Supervisor (RCA WS), Bae Defense Operations Center (BDOC), Command Post (CP), Fire Department (Crash), Airfield Operations (AMOPS), Security Forces on scene commander (Bandit 1), Transiet Alert (TA).

2. Narrative: Delta 2845, an A320, made an unauthorized landing on Runway 13 at approximately 02:43Z. All wing flying was complete for the day. Airfield lighting was turned off with the exception of the beacon light. The tower Watch Supervisor was notified by Rapid City Air Traffic Control Tower that the Delta flight had landed at the wrong airport. The Ellsworth Watch Supervisor then rang the Crash Phone requesting security forces to meet the aircraft. Additionally, the watch supervisor established communications with the Delta crew and instructed them were to hold while security forces arrives. Once the aircraft was secured and the situation was worked out. The aircrew filed the necessary paperwork with Ellsworth AFB and their Delta headquarters to enable them to depart. The aircraft departed Ellsworth AFB at approximately 0514Z.

3. I certify this to be a true and exact transcript of the original recording on file at this office at Ellsworth AFB, SD.

//SIGNED//  
ELLIOTT E. BENTON, TSgt, USAF  
Assistant Tower Chief Controller:

### Tower Land Mobile Radio (LMR) Net

<u>TIME(Zulu)</u>	<u>CALLER</u>	<u>TRANSMISSIONS</u>
02:05:32	ACFT 108	Tower aircraft 108.
02:05:35	WS	Aircraft 108 ground.
02:05:38	ACFT 108	You can show engine run terminated at this time.
02:05:41	WS	108 roger frequency change approved you have a good night.

### Watch Supervisor Position

02:08:55	DR	DR briefing JD in the watch sup local control flight data position all combined up. We are runway 13 in use. Runway 14 over Rapid, runway dry, patterns open, VFR all around, blanket APREQs are approved, pireps are not required, bird watch is low, current traffic nothing, proposed traffic nothing. Weather advisories/weather warnings, nothing. Beautiful out, uh, NAVAIDS are green, crash phone still has a equipment outage logged out on it. Spots 4 – 12 are still closed. Hotpit 2 the only hotpit location right now. No vehicles on or near. There are no tows or engine runs. They are complete at this time. Strips are bundled. There is a blanket on the ATIS. Um. (Inaudible Transmission) Yeah, so right now all airfield lighting is off all positions are combined up back here.
02:09:45	JD	They done the lighting inspection yet?
02:09:47	DR	No.
02:09:47	JD	No? Okay. Okay cool.
02:09:50	DR	Any questions?
02:09:51	JD	Nope, no questions. Thanks, JD.

02:30:43	WS	Tower.
02:30:45	Mocc	Mocc Sgt (Inaudible Transmission) tow.
02:30:46	WS	Hello
02:30:46	MOCC	(Inaudible)
02:30:46	WS	Go.
02:30:48	Mocc	Aircraft 105 spot.
02:30:49	WS	Mhm.
02:30:49	Mocc	Seven six to the pride hangar.
02:30:53	WS	Alright thanks, JD.
02:30:55	Mocc	Thank you.

**Tower Land Mobile Radio (LMR) Net**

02:35:16	WS	*Click*
02:36:13	Uke	Tower bone uke.
02:36:21	WS	Uke tower.
02:36:26	Uke	Yes sir looking for permission to break red going from 70 row to in front of the pride hangar. One uke, one aircraft, six personnel.
02:36:34	WS	Uke, tow is approved as requested.
02:36:39	Uke	Copy.

**121.5**

02:39:24	121.5	Delta 2321 Denver Center on guard if you hear this transmission contact Denver Center on 128.32, again Delta 2321 Denver Center 128.32.
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**RAP TWR**

02:42:36	RAP	Tower, tower
02:42:38	WS	Tower Sup.
02:42:40	RAP	Delta just landed at your airport.

02:42:42 WS Awh crap, son of a bucket, thanks a lot man, JD.

02:42:45 RAP You're welcome.

02:42:45 WS Bye.

02:42:46 RAP KB.

**Watch Supervisor Position**

02:42:52 WS He just landed here, so, call ya.

**Watch Supervisor Position**

02:42:56 WS Yeah Delta just landed I'll call, callin' security forces now.

**Watch Supervisor Position**

02:43:03 RAP He's comin to you JD.

**PCAS**

02:43:08 WS This is uh Ellsworth Tower with a ground emergency, we have a civilian aircraft that just landed on the runway, civilian aircraft landed on the runway. Uh, security forces please respond. I'll call you on a separate line. It's a Delta. Appears to be uh, a uh, just a jetliner. Secure the net. JD in the tower.

**126.05**

02:43:30 WS Delta Aircraft that's on Ellsworth runway hold your position once you exit that taxiway I say again hold your position when you exit that taxiway.

**RCA WS**

02:43:42 WS Delta just landed.

02:43:43 RCAWS Yeah.

02:43:44 WS So, so I'm just gonna, you know, ahh, we'll see what happened here but anyway uh so consider the runway ops suspended for now and we'll figure out what's going on, thanks.

02:43:52 RCAWS Alright.

02:43:52 WS JD.

**Watch Supervisor Position**

02:44:01 WS \*Ringing\*

**126.05**

02:44:03 Delta 2845 Ellsworth tower Delta 2845.

02:44:06 WS Delta 2845, Ellsworth tower standby.

**Watch Supervisor Position**

02:44:17 BDOC BDOC, senior airman Yander.

02:44:18 WS Senior airman Yander, this is Mr. Dobbs in the tower. Uh, I don't if you heard the crash phone or not, usually you haven't been hearing it we had a uh civilian airliner just land on the runway.

02:44:26 BDOC Yes, is that guy a Delta flight?

02:44:28 WS Uh yeah he is a Delta craft aircraft he is uh on taxiway Delta East holding his position.

02:44:33 BDOC Okay he's Delta East.

02:44:34 WS Yep Delta East

02:44:33 \*Ringing\*

**Watch Supervisor Position**

02:44:36 WS Mr. Dobbs in the tower.

02:44:38 Crash Sir, fire department do you need us to respond to this?

02:44:39 WS Nah, we do not uh security forces will respond and the jet will hold its position...JD

**126.05**

02:44:55 WS Alright Delta aircraft on uh (Inaudible Transmission) positioning on taxiway delta right now continue to hold your position, gimme your callsign please.

02:45:02 Delta 2845 It's uh Delta 2845, sir.

02:45:06 WS Delta 2845, roger unfortunately sir we'll need ya to hold your position our security forces personnel will be responding to uh determine where we're gonna go from here.

02:45:15 Delta 2845 Okay we'll be standing by for your direction.

02:45:18 Delta 2845 And just a question. This is the captain on uh Delta's 2845, is it possible for us to uh return to the end and go over to Rapid City?

02:45:28 WS Unfortunately not sir, uh I'd like to I wish it were that simple but it's not going to be. Just continue to hold your position, I'm sorry.

02:45:35 Delta 2845 Okay we've been hold to uh go, ahead and shutdown the engines. We're doing it at this time.

**Watch Supervisor Position**

02:45:56 WS Hey Mr. Dobbs in the tower.

02:45:57 CP Hey Sgt (Inaudible Transmission)

02:45:59 WS Hello.

02:45:59 CP Hey do you have a reason for this plane landing?

02:46:02 WS Haha, no he's not supposed to there's not a good reason.

02:46:05 CP That's what I was thinking, like...

02:46:06 WS Yeah, I didn't, uh, I didn't uh, observe him uh, you know, as he was coming in and he uh rolled out. So that's uh... it's just what happened. So we've got security forces are responding, his shutting down his aircraft on taxiway Delta East and I'll keep you posted.

02:46:20 CP I appreciate it, thank you.

02:46:20 WS Mhm, bye.

**Watch Supervisor Position**

02:46:42 \*Ringing\*

**Tower Land Mobile Radio (LMR) Net**

02:46:48 WS AF3, tower.

**Watch Supervisor Position**

02:46:53 WS Tower.

02:46:53 AMOPS Yes sir, you're looking for AF3.

02:46:55 WS Yeah.

02:46:55 AMOPS Yeah we're looking, we got it, we're headin' out now.



02:46:56 WS Okay sounds good thanks.

02:46:58 AMOPS And they're in Delta right now?

02:46:58 WS Yeah they're on Delta East and looks like they've got SF responding, they're shutting down their engines.

02:47:02 AMOPS Okay so Delta East is uh suspended.

02:47:05 WS Uh that's correct.

02:47:05 AMOPS And are we gonna terminate?

02:47:07 WS I uh, I uh, basically everything I, I've got, uh you know it's not really a ground emergency as such.

02:47:12 AMOPS (Inaudible Transmission).

02:47:13 WS It's just an unauthorized aircraft. So um but bottom line is we're going to uh keep runway ops suspended until you go out and do a uh you know I, I suspended them I showed them at 43 uh suspended and then when you go out and take a look I'm gonna resume these and Delta East suspended until we get 'em off.

02:47:30 AMOPS Okay.

02:47:30 WS Alright.

02:47:31 AMOPS Thank you sir.

02:47:32 WS Bye JD.

02:47:32 AMOPS TB.

**126.05**

02:47:48 Delta 2845 Tower, Delta 2845.

02:47:54 WS 2845, tower.

02:47:56 Delta 2845 Well this probably doesn't happen to you much, you know, I've been doing this far over thirty years, and this is my first time. So I don't, other than I am prior military but uh, I'm not exactly sure what the protocol is here.

**Tower Land Mobile Radio (LMR) Net**

02:48:09 Bandit1 Tower this is Bandit1.

**126.05**

02:48:11 WS Uhh sir just sit there and security forces will come on, they're more than likely gonna try and uh talk to you. I'm gonna be with, on the radio with security forces as well to see if we can expedite your departure and I'm gonna need some information from yah and hopefully we can uh get you back in the air and over to Rapid as quickly as possible.

**Tower Land Mobile Radio (LMR) Net**

02:48:25 Bandit1 Tower this is Bandit1.

**126.05**

02:48:27 Delta 2845 Excellent. I'll communicate with our uh, Delta operations and uh do they want a hook up or just do it via uh radio?

02:48:36 WS I'll find out and let you know sir, I may be of use to relay it for you. So standby.

02:48:40 Delta 2845 We can certainly do it either way. Boy, I'm sorry about this, I've never had this happen to me.

02:48:45 WS It's not the first time it's happened but it is a rare occurrence.

02:48:48 Delta 2845 Okay well I'm gonna put my Air Force co-pilot 'n charge, in all that uh, well he's been retired for a while. Anyway, I'm gonna go back and talk to the passengers, he's gonna be communicating on the cockpit.

02:49:00 WS 2845, roger.

**Tower Land Mobile Radio (LMR) Net**

02:49:07 WS Uh last calling Ellsworth tower say again. I cut you off and stepped on yah.

**Watch Supervisor Position**

02:49:15 WS Tower.

02:49:16 Mocc Mocc.

02:49:17 WS Yup.

02:49:17 Mocc Hey uh do you have any information on this aircraft that just landed here.

02:49:20 WS Yeah well, it's a Delta aircraft it's obvious (Inaudible Transmission) landed at the wrong airport. So that's all you need that's all I got right now.

02:49:27 Mocc Okay.

02:49:28 WS K, bye.

### **Watch Supervisor Position**

02:49:29 WS Yes, sir.

02:49:30 Security Forces Yes sir, are you in contact with radio contact (Inaudible Transmission)?

02:49:34 WS Yeah I am and that's cause I didn't know if you guys come up on the ramp net or not where they could uh coordinate with you. Not sure whatchu want, uh, how you want to talk to the aircraft. Uh, I can get somebody, hook into the aircraft if you want, or we can, I can relay, tah, for you.

02:49:48 Security Forces Uh we'll put our on scene commander, ah, on your guys (Inaudible transmission) so you can communicate with him.

02:49:53 WS K, That sounds good.

02:49:54 Security Forces Alrighty thank you.

02:49:55 WS Mmmk, JD.

02:49:57 Security Forces Ok bye.

02:49:58 Security Forces Thunder1, Ellsworth (Inaudible Transmission).

### **Tower Land Mobile Radio (LMR) Net**

02:50:07 Uke Tower, uke.

02:50:13 Bandit1 Tower this is Bandit1.

02:50:20 WS (Inaudible Transmission) On scene commander for security forces, say again your callsign.

02:50:25 Bandit1 This is commander Bandit1.

02:50:31 WS Bandit1 this is uh tower, go ahead uh, what can I do for yah as far as coordination with the aircraft I'm in contact with the pilot, and he's uh, wants to know whatchu would like him to do other than shutting down.

02:50:44 Bandit1 Roger that, please instruct all passengers to close their blinds, to secure their windows, and make visual contact with one of our security personnel on the ground.

02:50:57 WS And I'll instruct the uh captain to do that and then um, visual contact with them, out the, just want em out of the cockpit window is that correct?

02:51:05 Bandit1 Yeah, that's affirmative sir. If he can make um, personal contact, I don't know if he can get out of the aircraft without any extra undue effort. That would be great.

02:51:18 WS Uh, Bandit1 roger.

**126.05**

02:51:22 WS 2845, uh, tower.

02:51:24 Delta2845 Go for Delta 2845.

02:51:27 WS 2045, if you could instruct all of your passengers to uh, go ahead and lower their shades, and uh, um, just to prevent tah, visual out the windows, and then in addition to that if you could make visual contact with one of the security forces personnel through uh, through your cockpit window, maybe, and I'm not sure if you can uh, open that window at all to talk to them.

02:51:47 Delta 2845 Okay we will do that. And uh, we'll open the uh right,

02:51:49 WS Standby.

02:51:50 Delta 2845 side uh, window and we can have a little chitchat here, standby.

02:51:53 WS Roger that.

02:52:01 WS Bandit1, tower.

02:52:07 Delta 2845 And tower, were you calling for Delta 2845.

02:52:13 WS That's a negative uh, for another um, uh vehicle on the ground sir.

**Watch Supervisor Position**

02:52:19 WS Yes.

02:52:20 AMOPS Uh yes sir. Real quick, uh (Inaudible Transmission).

**Tower Land Mobile Radio (LMR) Net**

02:52:20 Bandit1 Eh tower this is Bandit1, we have airfield management en route.

**126.05**

02:52:22 Delta 2845 Tower Delta 2845, the right window is open, and the passengers

are in the process of lowering their shades.

02:52:29 WS Delta 2845, roger that sir.

**Tower Land Mobile Radio (LMR) Net**

02:52:38 WS And Bandit1 uh, confirm you are speaking with the uh, Delta pilot?

02:52:43 Bandit1 And copy that. Delta pilot (Inaudible Transmission) this is Bandit1, please say again your callsign.

**Watch Supervisor Position**

02:52:55 AMOPS Go ahead tower.

02:52:56 WS Alright sorry go ahead.

02:52:57 AMOPS Oh your fine, ah, are they gonna need duh, actually get out of the aircraft?

02:53:00 WS Um, for (Inaudible Transmission) that's uh, it's varied, hopefully not, cause security fores are talking to the captain of the aircraft now. Their gonna get some information from them, I know that. And then they probably uh, allow them to go um, once they've talkin to, talked to somebody else up in their chain. Cause uh, (Inaudible Transmission) I don't think their gonna want the uh, personnel on the aircraft to get off and have to uh.

02:53:23 AMOPS Right, because this is just a commercial jet right?

02:53:25 WS Right, so.

02:53:26 AMOPS Okay, um basically they're still gonna hafta fill out paperwork. As far as them coming in though.

02:53:29 WS Right...right.

02:53:31 AMOPS So Airfield 3 has that paperwork now.

02:53:33 WS Okay.

02:53:33 AMOPS So whenever, if at any point you know feel like it's good time for them to run the paperwork over to 'em.

02:53:39 WS Okay, and again I'm not sure if, uh ya know eh ya had any access (Inaudible Transmission) I'm not sure what (Inaudible Transmission) I'm not sure what stairs look like for them or would have any access to them.

02:53:48 AMOPS Right.

02:53:50 WS Any access to them to the personnel and then secur-security forces are talking to them through a window.

02:53:53 AMOPS Uh-huh.

02:53:54 WS And so I'm not sure ya know how easy it would be to get the paperwork to 'em and I understand you will have to fill 'em...

02:53:58 AMOPS I got you.

02:53:59 WS Uh fill that paperwork out. So I'll keep coordinating, I'll let you know.

02:54:01 AMOPS Alright, thanks sir.

02:54:02 WS JD.

02:54:02 AMOPS \*Hangs up\*

**Tower Land Mobile Radio (LMR) Net**

02:54:04 WS Uke, Tower.

02:54:07 Uke Tow complete, show us off taxiway alpha.

02:54:10 WS Uke roger, thanks.

**Watch Supervisor Position**

02:54:15 WS Tower.

02:54:16 SP Hello, this Sergeant (Inaudible Transmission).

02:54:17 WS Yup.

02:54:18 SP Have you ascertained the security status on that aircraft? Are they secured?

02:54:21 WS Uh, yes they are secured. The, they the, the pilot just made a mistake and landed at the wrong airport.

02:54:26 SP (Inaudible Transmission).

02:54:27 WS There's no oh, and your, your, you're your on scene commander is calling me. I'll call you back.

02:54:31 SP Yes sir.

**Tower Land Mobile Radio (LMR) Net**

02:54:27 Bandit1 Tower, Bandit1.  
02:54:34 WS Bandit1, tower.  
02:54:37 Bandit1 Copy, if you have radio with airfield management are they en route to our location?  
02:54:43 WS Bandit1 that affirmative they should be on this uh radio, uh on this radio as well you should be to talk to them Airfield 3, uh will be the callsign and I believe their pulling up now.  
02:54:53 Bandit1 Good copy I have visual Airfield 3 understanding 12 o' clock of the aircraft.  
02:55:01 AF3 Bandit1, Airfield 3 copies.

**126.05**

02:55:11 Delta2845 Tower control 45 the rescue windows open but no one's uh come (Inaudible Transmission).  
02:55:20 WS And uh 2845 roger they're aware that the window open they should be coming up shortly we also have uh some paperwork from um our airfield management personnel that are gonna need that they're gonna try to get to you as well with some information that you need to fill out um so we will try to see it we can get them up closer for you to talk.  
02:55:37 Delta2845 Ok copy that we'll be standing by.

**Tower Land Mobile Radio (LMR) Net**

02:55:41 WS Bandit1, tower.  
02:55:47 Bandit1 Tower, Bandit1.  
02:55:49 WS Bandit1, uh the aircraft commander is uh looking to speak to you whenever you're ready they have the uh window on the right side of the cockpit open and they'll be able to speak to you from there.  
02:56:01 Bandit1 Copy that starboard side.  
02:58:47 AMOPS Airfield 3, AMOPS please return to shop to pick up base commander.  
03:00:16 Unknown Test 1-2.

**126.05**

03:02:09 WS 2845 did uh security forces ever get in contact with you?

03:02:19 WS Delta 2845 tower did security forces ever get in contact with you?

03:02:23 Delta 2845 (Inaudible Transmission) they're working on getting some stairs to hand some uh paperwork up to us Delta 2845.

03:02:28 WS Roger that.

**Watch Supervisor Position**

03:08:01 WS Control tower recorded unsecured line this is Mr. Dobbs.

03:08:04 WG/CC Hey Mr. Dobbs, this is Col. Boswell how you doing man?

03:08:06 WS Well you know I've been better sir.

03:08:08 WG/CC Didn't we just do this, this time last year?

03:08:10 WS (Inaudible Transmission) Well you know it's been a little while year we, we did do it uh this time the one benefit he had this time approach gave them the advisory, hey Ellsworth is here, Rapid is there.

**Tower Land Mobile Radio (LMR) Net**

03:08:22 Bandit1 Tower, Bandit1.

**Watch Supervisor Position**

03:08:23 WG/CC Yeah.

03:08:23 WS You know and so uh.

03:08:25 WG/CC Beautiful night, they must have canceled VFR and continued VFR for the approach.

03:08:29 WS Yeah well we had-

03:08:32 WG/CC Aircraft we have a 13,000 ft. runway.

03:08:34 WS Yep and no lights on by the way, no lights on by the way.

03:08:38 WG/CC Exactly.

03:08:39 WS Hold on sir, hold on for me just a second sir I apologize

**Tower Land Mobile Radio (LMR) Net**

03:08:41 WS Bandit1, tower.



03:08:45 Bandit1 Copy sir we're arranging to have stairs brought up to transport paperwork to the pilot and as soon as those arrive we will give further direction to the pilot and we will keep you posted

03:09:04 WS Bandit1, copy that sir thanks.

**Watch Supervisor Position**

03:09:09 WS Sorry about that sir (Inaudible Transmission).

03:09:10 WG/CC No worries if you can tell the pilot here, what I need for them to have ready (Inaudible Transmission) their ATD certificate, current medical and passenger and crew manifest.

03:09:20 WS Okay their AT their A.

03:09:22 WG/CC Their license.

03:09:23 WS Yeah their, their-

03:09:24 WG/CC: Their license, their medical, their ATP, their medical, passenger and crew manifest and airworthy certificates so we can the uh the aircraft numbers off of it.

03:09:33 WS Ok, so their ATP certificates, medical, crew and passenger manifest and the uh-

03:09:41 WG/CC Airworthy certifications.

03:09:41 WS K. Alright I'll pass that on to them.

03:09:44 WG/CC Yeah and we'll get, we'll just be able to turn them around real quick.

03:09:47 WS Right.

03:09:47 WG/CC And we'll just need to let FAA know um we'll call their watch center.

03:09:51 WS K.

03:09:52 WG/CC Um we'll let them know um (Inaudible Transmission) you've got the flight number (Inaudible Transmission).

03:09:57 WS Yup.

03:09:57 WG/CC Forward it, let them take care of the rest.

03:09:58 WS Yup 2845 is the flight number for them so um alright we'll get that information and um they'll have it ready for when they get the stairs up there and uh open the door.

03:10:07 WG/CC Thank you sir.  
03:10:07 WS Alright sir.  
03:10:08 WG/CC (Inaudible Transmission).  
03:10:08 WS You bet. You too sir, thanks.

**126.05**

03:10:28 WS Delta 2845, tower.  
03:10:28 Delta2845 Go for Delta 2845.  
03:10:30 WS Delta 2845 they're getting a set of airstairs out there. They should be out before too long uh I just talked to our wing commander sir, he's looking for some information from ya um so that they'll have it ready to fill everything out. Looking for your ATP certificates, your medical cert your crew and passenger manifest. And any airworthy certificates... air worthiness certificates you have.  
03:10:54 Delta2845 Ok, so we'll start collection some paperwork Delta 28 uh 45.  
03:10:57 WS Roger that sir, and he said they're not looking to hold you on the ground any longer than absolutely necessary, they just need to gather this information for all of our paperwork and then, hopefully, we'll be able to get you on your way.  
03:11:06 Delta2845 Understand Delta2845.

**SOF Position**

03:10:42 DR Tower.  
03:10:45 Mocc Do you have Foxtrot still?  
03:10:46 DR No we don't have Foxtrot anymore.  
03:10:47 Mocc Ok, and do you have any more information on this aircraft, like, what type and what airline, if any?  
03:10:56 DR You know I just stepped up here, uh, standby, the other guy is pretty busy.  
03:11:00 Mocc Copy.  
03:11:18 DR Do you got it JD? He's got same questions.

**Watch Supervisor Position**

03:11:20 WS Alright, go ahead.

03:11:22 Mocc Hey sir, it's Sgt (Inaudible Transmission) from Mocc.

03:11:23 WS Yep.

03:11:24 Mocc Hey sir so, do we know what type of aircraft and what airline they're from?

03:11:28 WS Eh delta aircraft and I'll find out the type aircraft for you, I don't have that yet. I'll find that out for you, what else do you need besides uh I got the delta, I got the flight number and uh I'll get the type aircraft for you, what else do you need?

03:11:42 Mocc Uh, let's see flight number, type aircraft um that's probably all I need (Inaudible Transmission).

03:11:51 WS K, alright I will get that information for you and call you back.

03:11:56 Mocc Sweet thank you very much.

03:11:56 WS Yup, JD.

**Watch Supervisor Position**

03:11:56 RCAWS Line "Ringing"...background noise...hangs up

**126.05**

03:12:00 Delta2845 Tower, Delta 2845, we'll be off for about three seconds (Inaudible Transmission).

03:12:06 WS 2845 roger, report back up.

**Tower Land Mobile Radio (LMR) Net**

03:12:13 Unknown Ellsworth (Inaudible Transmission) be advised at this time uh we will be uh (Inaudible Transmission) the aircraft in (Inaudible Transmission) row uh standby for further.

**Watch Supervisor Position**

03:12:21 WS Hey real quick what type aircraft was that Delta 2845?

03:12:27 DATCF Uh airbus 320.

03:12:28 WS A320 thank you.

03:12:30 DATCF You're welcome.

03:12:31 WS JD.

**Watch Supervisor Position**

03:12:44 Mocc Mocc Sgt (Inaudible Transmission).

03:12:45 WS Airbus 320, that's the type aircraft on the delta.

03:12:49 Mocc Airbus 320.

03:12:51 WS Affirmative.

03:12:52 Mocc Ok, uh what flight number?

03:12:54 WS 2845.

03:12:55 Mocc 2845.

03:12:56 WS Yes sir.

03:12:56 Mocc Sweet, thank you very much.

03:12:57 WS You bet, JD.

**126.05**

03:13:26 Delta 2845 And tower, 2845.

03:13:34 WS 2845 understand you're back up, I stepped on ya.

03:13:40 Delta 2845 Yeah I think uh we got most of the paperwork looking for, are they gonna take it and make copies of it and bring it back to us?

03:13:46 WS I don't think they're intending to take anything, I think they're just gonna make uh copy down information from it from what I understand I don't believe they intend to take it anywhere but I can't guarantee that.

03:13:55 Delta 2845 Ok, I think uh we have everything uh that you asked for, delta 2845, we'll be standing by.

03:14:00 WS Roger that.

**Tower Land Mobile Radio (LMR) Net**

03:14:03 WS Airfield 3, tower.

03:14:11 AF3 Tower, Airfield 3, go ahead.

03:14:20 WS Airfield 3, I was just in contact with the aircraft uh commander they do believe they have all the uh necessary paperwork that's

needed for you to fill out. So it should be ready as soon as you guys get the air-stairs up and uh they open the door for ya.

03:14:35 AF3 Tower, Airfield 3 copy that, uh I see the stairs en route right now.

03:14:44 Bandit1 Tower, Bandit1 upon arrival of stairs, myself and two others will be making entry.

03:14:52 WS Bandit 1 roger, thanks. They're expecting ya.

03:14:56 Bandit1 Copy that (Inaudible Transmission).

03:29:48 AMOPS Airfield 3, AMOPS please contact shop via landline.

### **Watch Supervisor Position**

03:36:20 SOF Phone "Ringing"

03:36:25 Unknown (Inaudible Transmission).

03:36:25 WS Control tower, SOF line this is Mr. Dobbs.

03:36:28 OG/CC Hey it's Col. Martin here.

03:36:29 WS Hey sir.

03:36:30 OG/CC Hey if you uh you got time can you talk to me at all with what's going on with the field.

03:36:34 WS I can tell you everything I got here but uh, I know at any rate. So, alright about uh not quite an hour ago uh a delta airliner inbound for Rapid city um got vectored to Rapid cleared for the visual and uh he was on a very long final for whatever reason um and the uh he ended up landing here. He exited on Delta and I had him hold there I rang out the crash phone, notified everybody that we had aircraft, a delta aircraft land on the runway, um eventually spoke to the pilot a minute or two later um, told him on guard to hold his position and then uh got him on 126.05 and determined that he just landed here by mistake, and so I had him hold position, security forces, I spoke to them separately. They came out and um... Had them again try and speak to them through the window of the cockpit, cockpit, they were trying to do that. Eventually they got a set of air-stairs out there and were uh.

03:37:41 OG/CC (Inaudible Transmission)

03:37:43 WS Yeah so I mean security forces out there airfield management out

there getting information unfortunately, uh I don't know if you have spoken to him or not, Col Boswell is uh is aware about it and so he is uh, I spoken to him I know (Inaudible Transmission) has spoken to him as well.

03:37:59 OG/CC K.

03:38:00 WS And uh so he, he told me what information they needed and I relayed that to the aircraft and um so he's still sitting out there on delta east and currently runway operations are suspended they have been suspended since forty-three and uh taxiway operations are suspended there as well (Inaudible Transmission) I mean, what was going to happen we weren't going to use the runway until we get this cleared up. So (Inaudible Transmission) suspended.

03:38:24 OG/CC Gotcha just for your SA I'm in the southwest side of town and heading that way.

03:38:28 WS Okay

03:38:28 OG/CC Flying operations were done so I was over here at my kid's baseball game.

03:38:32 WS And no, absolutely you know we were expecting absolutely nothing to happen and (Inaudible Transmission) right at or just after actually official sunset and uh we didn't have any operations airborne there were no taxiway lights no approach lights no runway light or anything on.

03:38:48 OG/CC Yeah.

03:38:49 WS You know, uhm but so somehow or another, um according to the pilot he has experience that he knows better he's a thirty year guy.

03:38:58 OG/CC K.

03:38:59 WS So uh-

03:39:01 OG/CC He might be hanging it up after this.

03:39:02 WS Well it's certainly possible I know (Inaudible Transmission) nobody is going to be happy with him, from the people on the airplane to the people that he works for, so.

03:39:09 OG/CC Yep that sucks.

03:39:11 WS So I'll be here if you need anything else I know there is not a whole lot, we're hoping that they can get all of their information

exchanged, and get them up and off here as quickly as possible but they have been on the ground about an hour.

03:39:21 OG/CC Who is handling the information exchange? Who is making the decision as to when to release them at this point?

03:39:27 WS Uh, you know I know Col Boswell has been involved in the process I don't know who has... Security forces are out there as well. I know they can't leave until Airfield management can get the information they have uh for their report as well to pass on to the FAA uh so.

03:39:44 OG/CC Uh, can I get Airfield managements number?

03:39:46 WS Uh sure, its 1052 will get you into the desk there.

03:39:52 OG/CC K.

03:39:52 WS And uh ... you know they have an individual in the truck out there at the aircraft right now far as I know and last I heard they were still out there so with 1052 uh will get you into the airfield management desk I'm not sure who manning it at this point.

03:40:07 OG/CC Awesome, thanks so much.

03:40:08 WS Alright, you bet sir.

03:40:09 OG/CC Okay bye.

03:41:56 Unknown (Dead air)

### **Watch Supervisor Position**

03:42:06 WS Tower.

03:42:06 BDOC This is Sra Yander from BDOC.

03:42:08 WS Yes.

03:42:08 BDOC I was just wondering if I can get your rank and name for my notifications.

03:42:11 WS Yeah, is and a Mr. Dobbs an the tower watch supervisor, am a civilian.

03:42:17 BDOC Okay, stand by just a second (Inaudible Transmission).

03:42:18 WS Mhm.

03:42:22 BDOC How do I spell your last name?

03:42:23 WS Ahhh, Delta Oscar Bravo Bravo Sierra.

03:42:30 BDOC Awesome, thank you.

03:42:32 WS You too sir.

**Watch Supervisor Position**

03:42:33 WS Tower.

03:42:33 AMOPS Hey sir it's Amn Beck.

03:42:34 WS Go.

03:42:34 AMOPS Uh as far as communicating with the uh the uh pilot in command, do you have any idea if uh if they, who their dispatch is as far as who I can contact so I can get a copy of the flight plan?

03:42:44 WS Umm, yeah I can try and get some information for yah.

03:42:49 AMOPS I'd appreciate it.

03:42:49 WS But uh, I don't have anything off hand. Maybe uh, I think Rapid Tower talks to their dispatch maybe they'll have some information for yah cuz they're busy still over there I'm sure so.

03:42:59 AMOPS I, I called them and they basically said hey you should talk with the pilot.

03:43:02 WS Ok.

03:43:03 AMOPS Alright sounds good.

03:43:04 WS Then I'll ask the pilot if he has any contact information for yah.

03:43:08 AMOPS Ok.

03:43:08 WS Um, whatever I get ill pass on.

03:43:10 AMOPS I will appreciate it.

03:43:11 WS You bet.

03:43:11 AMOPS Thank you.

**Watch Supervisor Position**

03:43:26 AMOPS Go ahead tower.

03:43:31 WS Before I get on there is, isn't AF3 out their talking to 'em?



03:43:34 AMOPS Uh he is out there, but I can't get ahold of them right now.  
03:43:37 WS Uh-huh.  
03:43:37 AMOPS They're in the cockpit right now.  
03:43:38 WS So they're not in the truck, their not radio contact. Alright sounds good thanks. JD.  
03:43:43 AMOPS TB.

**121.5**

03:47:52 121.5 Guard.

**Tower Land Mobile Radio (LMR) Net**

03:50:15 Tower Net Test 1-2.

**Watch Supervisor Position**

03:55:38 WS Tower, tower.  
03:55:46 RAP Tower.  
03:55:46 WS Hey, I've got a favor to ask ya.  
03:55:48 RAP Ok.  
03:55:49 WS Uhh flight control from Delta would like you to give them a call.  
03:55:52 RAP Ok.  
03:55:53 WS [REDACTED] and Bruce is who you're going to ask. I told them you were closing here in 5 minutes.  
03:56:03 RAP Okey-dokey I'll give him a call.  
03:56:05 WS Thank you ma'am, JD.  
03:56:06 RAP Thanks KB.

**121.5**

03:56:19 121.5 (Inaudible Transmission)

**Watch Supervisor Position**

04:01:05 AMOPS Go ahead tower.

04:01:13 WS Hey, I got a phone number for ya.  
04:01:15 AMOPS Ok.  
04:01:16 WS It comes from, this is their Atlanta flight control office.  
04:01:21 AMOPS Right.  
04:01:22 WS [REDACTED]  
04:01:24 AMOPS [REDACTED].  
04:01:31 WS Yup.  
04:01:31 AMOPS Alright.  
04:01:32 WS The gentleman I spoke to there he eventually ended up calling me and I figured this is as a good a number as any for you guys to start with so. The gentlemen's I spoke to first name is Bruce.  
04:01:42 AMOPS Appreciate the call.  
04:01:43 WS Ok, you bet, bye.  
04:01:44 AMOPS Alright bye.

#### **Watch Supervisor Position**

04:04:54 RAP Tower, tower.  
04:05:04 WS Yes, ma'am.  
04:05:05 RAP Hey, the (Inaudible Transmission) called me and he wanted me to ask you on the line to secure your tapes.  
04:05:09 WS To secure my tapes, em that's fine.  
04:05:12 RAP Ok thank you.  
04:05:12 WS You betcha. JD.  
04:05:13 RAP KB.

#### **Tower Land Mobile Radio (LMR) Net**

04:05:19 Bandit1 Tower, Bandit1.  
04:05:25 WS Bandit1, tower.

04:05:28 Bandit1 Yes sir as you're aware we're in the process of umm reentering the aircraft airspace. Thank you very much for your assistance.

04:05:37 WS Bandit1 uh roger and uh is any uh as far as uh making the decision to uh let the aircraft taxi eh has that been made already?

04:05:48 Bandit1 Yes sir uh Raider One has made that determination. He's given them directions as to exactly which taxi route they'll take. Uh I believe Airfield 3 will have that information for you sir.

04:05:59 WS Roger that, thank you ver much sure appreciate it, and thank you for your response.

04:06:04 Bandit1 Yes sir, have a great day.

04:07:50 WS Airfield 3, Tower are you up on the radio yet?

04:07:57 AF3 Tower, Airfield 3 affirmative, I'm making a quick stop at base ops and then I'll be back out to the uh taxiway delta east.

04:08:05 WS AF3 roger keep in mind that I do have everything still suspended, Runway and Delta East wise uh, until you do uh the inspection advise uh otherwise.

04:08: 17 AF3 Tower, AF3 Copy that.

04:10:14 AF3 Tower, Airfield 3 just uh some information last uh, when I stepped off the jet the pilots were trying to get permission to takeoff from here and go to Rapid uh through Delta. Um, I'm thinking, before while they're getting that taken care of. Go ahead and resume runway operations that way that taken care of before they request permission to taxi.

04:10:39 WS Airfield 3 uh roger just uh advise when your ready to uh request access to the runway and uh we'll keep things moving.

04:10:49 AF3 Tower, Airfield 3 copies thank you.

04:13:15 AF3 Tower, Airfield 3 request permission onto RWY 13 from Taxiway Foxtrot.

04:13:21 WS Airfield 3 proceed on the runway from Taxiway Foxtrot report when off and I'll bring some runway lights up for yah.

04:13:28 AF3 Tower Airfield 3 is proceeding on the runway from Taxiway Foxtrot will report off and copy that thank you.

**126.05**

04:16:06 Delta 2845: Ellsworth Tower, Delta 2845.

04:16:12 WS Delta 2845, Tower.

04:16:14 Delta 2845 Just wanted to get an update. We're still working with the company uh looks like its gonna be another 20 min. before we can uh taxi. Maybe up to 30 we'll let you know. Delta 28 uh 45.

04:16:23 WS 2845 roger keep me posted uh we're working on just getting our runway ops resumed and our taxiways and routes cleared for you so hopefully uh we'll be ready when you are.

04:16:32 Delta 2845 Thank you. Our publications have the uh Rapid City tower open till 11:00 but were getting word they're closed do you know if they're closed tonight?

04:16:38 WS Uh yes sir they close at uh 2200 local time sir, so they are closed now um runway ops, umm runway lights are operated by radio and so you still will be able to uh to depart here and land at Rapid City and then taxi into your own tower at your discretion to your gate.

04:16:58 Delta 2845 Ok and uh sir tower frequency 5 clicks for the lights huh?

04:17:02 WS I believe that's correct sir but I don't know for sure.

04:17:06 Delta 2845 Delta 28 uh 45.

#### **Tower Land Mobile Radio (LMR) Net**

04:18:56 AF3 Tower, Airfield 3 is off the active at taxiway bravo and will remain off also be advised runway is FOD free and ops may be resumed at this time.

04:19:03 WS Roger sir, runway ops resumed at 0419Z JD in the tower and uh let me know when Delta is ready.

04:19:18 AF3 Tower, Airfield 3 copy that.

#### **Watch Supervisor Position**

04:19:26 RAPCON WS Sup.

04:19:26 WS Hey runway ops resumed at one niner.

04:19:30 RAPCON WS At one niner.

04:19:32 WS Affirmative.

04:19:32 RAPCON WS Thank you much.

04:19:33 WS He'll probably be departing here if everything goes according to his plan, 20 to 30 mins.

04:19:38	RAPCON WS	They gonna let the same people fly the plane?
04:19:40	WS	Good question.
04:19:41	RAPCON WS	Wow.
04:19:42	WS	They have uh, they uh talked to the guy from their flight. Uh their flight control people in Atlanta and they're trying to determine that.
04:19:53	RAPCON WS	Ok.
04:19:53	WS	Cause if they wake the crew up that's here they'll need a new crew in for tomorrow and so everything goes backwards so I don't know what they'll end up doing but they're considering what they're gonna do so.
04:20:02	RAPCON WS	Alright thanks.
04:20:03	WS	Alright. JD.
04:20:03	RAPCON WS	JM.

**Watch Supervisor Position**

04:21:11	WS	Tower.
04:21:12	AMOPS	Yes sir I got Airfield 3 out there uh per Col. Boswell. He's saying he wants uhh him to do the follow me uhh.
04:21:18	WS	Ok.
04:21:19	AMOPS	Uhh so he's been givin' he has everything as far as he needs as fas as for leaving.
04:21:23	WS	No err he said he's gonna be 20 to 30 min before uh they, he's working with his flight control people in Atlanta trying to figure out what ya know, how to make this work.
04:21:34	AMOPS	Right.
04:21:35	WS	And so he got 20 to 30 min before they'll be ready.
04:21:38	AMOPS	Ok, uh AF3 will be standing by uh do you want him to taxi to Foxtrot.
04:21:43	WS	Um, I'll give him the opportunity to depart from foxtrot if he wants to umm ya know we're crosswind right now the best uhh the best thing for him the quickest thing is for him to go to

foxtrot and come back, but he may want to use full length, the whole runway so we'll see.

04:21:58 AMOPS Ok umm.

04:21:58 WS When it comes time but we'll let you know.

04:21:59 AMOPS Yeah just uh let Airfield 3 know. I'll have him just stand by and them just let him know on the tower net whichever he wanted to take it to.

04:22:07 WS Alright sounds good.

04:22:08 AMOPS Thank you sir.

04:22:08 WS You bet.

04:22:09 WS JD.

04:22:09 AMOPS TB.

#### **Watch Supervisor Position**

04:23:09 WS Control Tower SOF line this is Mr. Dobbs can I help you?

04:23:12 OG/CC Hey Mr. Dobbs, Col. Martin once again.

04:23:13 WS How you doing sir?

04:23:14 OG/CC Hey I'm in uh Base Ops and was just curious just uh you hear anything from the Delta flight in regards to what their intention are if they heard anything from their headquarters.

04:23:23 WS They're in contact with them trying to determine what their course of action should be. Um the pilot said this is probably about five minutes ago uh. 20 to 30 mins. Before they'd know for sure and be ready to go. I did feel he call from their flight control people in Atlanta when I talked with them they were trying to determine whether or not they were gonna let this crew take the jet over to Rapid or not.

04:23:50 OG/CC Ok.

04:23:50 WS So uh, that's who, that's what they're really trying to determine was whether they were gonna let this crew fly or not.

04:23:58 OG/CC Just for your SA, if it comes up in conversation with those guys we're uh, er, put LRS on alert.

04:24:03 WS Ok.

04:24:03 OG/CC We're rallying drivers for um, a 350 pac van.

04:24:08 WS Ok.

04:24:09 OG/CC And uh (Inaudible Transmission).

04:24:15 WS Alright if he, if he, you want me to offer that to them or just wait till they request it?

04:24:21 OG/CC Uh just wait till they request it.

04:24:22 WS Ok I can do, can let them know if they need it and it's there if they ask for it. Um and just for yah not sure if you talked to Airfield management or not it sounds like the Airfield 3 truck out there is going to uh act as a follow me and take them to uh either Foxtrot or the end whichever they'd like to depart from when the time comes.

04:24:44 OG/CC Ok.

04:24:45 WS The inspection on the runway, it uh, runway ops are resumed and they'll be ready for 'em to go as soon as they are, so.

04:24:52 OG/CC Ok thank you.

04:24:53 WS Alright sir you bet sir, bye.

04:24:54 OG/CC And um I'm on my cell here at Base Ops [REDACTED] if you need me.

04:24:58 WS [REDACTED] I'll call you if I need you hopefully not sir ok. Have a good night. Bye.

04:25:03 OG/CC You too.

**126.05**

04:39:47 Delta 2845 Ellsworth Tower, Delta 2845.

04:40:18 Delta 2845 Ellsworth Tower, Delta 2845.

04:42:00 Delta 2845 And Tower, Delta 2845.

04:42:09 WS 2845, Tower say again.

04:42:12 Delta 2845 Yeah that transmission was broken. We hear you guys are gonna get our clearance do you have anything for us sir Delta 2845.

04:42:22 WS Just came out sir stand by.

04:42:25 Delta 2845 K, we'll be standing by thank you.

04:42:52 WS Delta 2845 I do have a clearance for yah it's uh going from here to Phillip direct to Rapid I don't think you wanna go all that way do you?

04:43:01 Delta 2845 No what we'd like is we're gonna takeoff to the south of Runway13 we'd like to get airborne climb to 6000ft and vectors uh long vectors for an ils to the north at uh Rapid city.

04:43:14 WS Delta 2845 roger uh cleared to, from Ellsworth AFB to uh Rapid city via radar vectors, climb and maintain 6000 and expect uh a code on departure and uh departure frequency will be 119.5.

04:43:34 Delta 2845 119.5 you said you don't have a squawk for us quite yet?

04:43:38 WS I got a code for ya. But it's the one assigned by center airspace and we'll get you a locally assigned one ah from ah Ellsworth Approach departure.

04:43:47 Delta 2845 Okay, can we expect that before we takeoff?

04:43:51 WS Delta2845 that's affirmative sir advise when you are ready to taxi.

04:43:54 Delta 2845 Thank you, we will be about 5 minutes for engine start.

04:43:57 WS Delta 2845, roger and ah, you will be uh, our uh one of our base operations vehicles will be ah acting as a follow me for ya and we can give you an intersection departure from Foxtrot or you can take it all the way to the end if you like.

04:44:13 Delta 2845 We would like full-length to Golf and uh just to coordinate one contingency, once we get airborne to Rapid City and we cannot turn the automated lights on for some reason were gonna need to come back here.

04:44:23 WS Ah, roger that, I'll make sure people are aware it is one-twenty-five-eighty-five as far as just the C-Cas I'm just not sure the number of times to key.

04:44:31 Delta 2845 Yea that should be five that's what it looks like but ah... just wanted to make sure we have a plan if that doesn't work..

04:44:36 WS Roger that sir.

**Watch Supervisor Position**

04:44:38 WS Tower.



04:44:39 DATCF 31 called, I guess they got a message from Minneapolis that they wanted the pilot from Delta to give them a call, I've got a number and a name.

04:44:48 WS Ok.

04:44:51 DATCF 651-

04:44:52 WS Mhm.

04:44:53 DATCF [REDACTED] Brent that's all I got from Minneapolis.

04:44:59 WS [REDACTED] and that's Brent and that's from the, that from Minneapolis Center?

04:45:05 DATCF You know I'm not positive they said Minneapolis.

04:45:07 WS Ok.

04:45:08 DATCF I think so.

04:45:08 WS Alright they've uh they're getting ready to start up and taxi I don't know if you saw that strip 794.

04:45:16 DATCF I've been on the line with the flippin FISDD so I didn't see it.

04:45:20 WS K, it just came out... 794 CID Ellsworth, Phillip, RAP.

04:45:23 DATCF I see it.

04:45:24 WS Yea, he's gonna do radar vectors, climbing to six-thousand feet.

04:45:28 DATCF Okay.

04:45:28 WS Yea he wants to do radar vectors to the ILS 3-1 and uh.

04:45:32 DATCF Gonna do the ILS to 3-2?

04:45:36 WS Yea, I mean 3-2 sorry that's his plan to get radar vectors for the ILS 3-2. So I just cleared, him to Rapid City via Radar Vectors climb and maintain 6000.

04:45:44 WS You have a code you want to assign him?

04:45:45 DATCF Uh, we can use that one that on the.

04:45:48 WS Wanna use 5-1-6-2?

04:45:49 DATCF 5-1-6-2 runway heading will be good.

04:45:51 WS Alright we'll do that, runway heading 5-1-6-2 I'll call you for release when we're ready.

04:45:55 DATCF Thanks, PA.

04:45:56 WS JD.

### **Watch Supervisor Position**

04:46:00 WS Control Tower, unsecured line, Mr. Dobbs.

04:46:03 OG/CC Hey Mr. Dobbs it's Col. Martin.

04:46:04 WS Yes sir.

04:46:06 OG/CC Hey, you heard anything from these guys?

04:46:06 WS Uh, yep, they're starting engines. They're expecting to taxi out here in about five minutes, I've got uh a message from Minneapolis a message from Minneapolis Center or somebody from their uh operations that wants a call uh from the pilot there. So I'm not sure, one thing that he uh he said he wants a contingency plan for if he gets airborne and can't get the lights on at Rapid then he wants to come back and land here.

04:46:31 OG/CC Get the lights on at Rapid? Why wouldn't he be able to get the lights on at Rapid?

04:46:34 WS Good question. (Inaudible Transmission) cause he has to activate it himself.

04:46:39 OG/CC Alright.

04:46:39 WS And uh just in case there's some situation where they don't turn on.

04:46:44 OG/CC Mhm.

04:46:44 WS Cause it's 125.85. I'm not sure how many times you normally key 'em. Five times is what I'm thinking, but I don't know for sure.

04:46:51 OG/CC Yup.

04:46:51 WS And so you get airborne uh do an approach at Rapid City uh an ILS to 3-2 and then plans on putting it on the ground. If something happens that he can't and he wants to file this as an alternate. So I wanted to make you aware that, make sure that's not an issue.

04:47:10 OG/CC No I suppose not.

04:47:11 WS Ok, alright, we'll go with that plan and then sir look I don't expect him to come back. I expect him to be able to get the lights on and land over there no problem, but stranger things have happened as we all know.

04:47:24 OG/CC We've got TA in here and uh they're asking where we're taking them to.

04:47:29 WS Okay.

04:47:29 OG/CC Are we taking them down to foxtrot or all the way to (Inaudible Transmission).

04:47:30 WS He wants to go all the way down to Golf, so we're taking him to Golf. Yes, sir.

04:47:35 OG/CC Okay.

04:47:36 WS Alright sir? Thanks.

04:47:37 OG/CC I'll see the Delta and the follow me and uh, dude, I guess that's about it, huh. Five minutes, right?

04:47:42 WS Lets hope, that's what he said.

04:47:44 OG/CC Okay, thanks.

04:47:45 WS You bet, sir. Bye.

**126.05**

04:47:49 WS Delta 2845, tower.

04:47:50 Delta 2845 Go.

04:47:52 WS Go ahead squawk for ya will be 5-1-6-2 say again, 5-1-6-2 then I have an uh request that you contact Minneapolis not sure exactly, who this would be, but I got a number and a name for ya.

**Tower Land Mobile Radio (LMR) Net**

04:48:04 AMOPS Airfield 3, AMOPS be advised, TA is gonna be coming out there to do the follow me services just standby.

**126.05**

04:48:05 Delta 2845 Ready to copy.

04:48:07 WS Number [REDACTED] say again, [REDACTED] name of the person to contact is Brent.

**Tower Land Mobile Radio (LMR) Net**

04:48:14 AF3 AMOPS, Airfield 3, standing by.

**126.05**

04:48:20 Delta 2845 K, we got all that and that'll delay us for another few minutes, sir Delta 2845.

04:48:25 WS 2845 roger.

04:48:26 Delta 2845 And was that a call before we takeoff?

04:48:29 WS Delta 2845, that's affirmative sir. Squawk code 5-1-6-2.

04:48:33 Delta 2845 5-1-6-2, Delta 2845.

**Tower Land Mobile Radio (LMR) Net**

04:48:49 WS Airfield 3, Tower.

04:48:55 AF3 Tower, Airfield 3, go ahead.

04:48:57 WS Airfield 3, just to confirm with you when the aircraft taxi's do they he does wanna take it all the way down to the end taxiway golf, and um he, he expects to be ready to taxi in about 5 minutes.

04:49:10 AF3 Tower, Airfield 3, Copy that uh and just so you are aware T-A is on his way out there right now and I will pass on that information to him.

04:49:20 WS Airfield 3 roger just have TA give me a call when he gets up.

04:49:25 AF3 Tower, Airfield 3, Wilco.

04:50:18 TA Tower, TA.

04:50:27 WS TA, Tower.

04:50:30 TA Yes sir, I'm here positioned on delta whenever you're uh ready to release this guy. Let me know I'll take him up to Golf.

04:50:39 WS TA copy (Inaudible Transmission) that'll be taxi-way golf and as soon as he is ready I'll give him taxi instructions and I'll notify you as well as soon as I give him uh give him taxi instructions.

04:50:52 TA Okay tower just have him flash his lights and I'll be ready.

04:50:57 WS TA, roger.

**Tower Land Mobile Radio (LMR) Net**

04:52:54 WS Delta 2845, Tower.

**126.05**

04:53:04 WS Delta 2845, Tower.

04:53:06 Delta 2845 Go for Delta 2845.

04:53:07 WS Just uh weather for ya, when you're ready to copy.

04:53:10 Delta 2845 Ready to copy.

04:53:14 WS Delta 2845 uh 0358 zulu observation wind is uh currently 220 at 7 visibility is unrestricted, sky is clear temperature 1-9, dewpoint 1-0, the altimeter 3-0-0-0.

04:53:30 Delta 2845 K, copy that. Delta 2845 thanks for that.

04:53:35 WS And uh when you're ready I can give you Rapid City's as well when you're taxiing, just let me know.

04:53:41 Delta 2845 Okay we're ready to copy that now.

04:53:48 WS It's Rapid City's last observation at 0352 it's almost an hour old. We'll get another one shortly probably. Winds 240 at 5 visibility unrestricted, sky is clear, temperature 1-8 dew point 0-8 altimeter 3-0-0-1.

04:54:04 Delta 2845 Okay copy that, Delta 2845 thank you, our (Inaudible Transmission) is working so we're able to get an observation from them.

04:54:06 WS Roger that sir.

04:58:59 Delta 2845 Tower, Delta 2845. We are engine start.

04:59:03 WS 2845, roger advise ready to taxi and if you could just give your lights uh a quick flicker and that will let your follow me truck know that you're ready to taxi. And then uh, let me know when you're ready as well.

04:59:14 Delta 2845 Will do, Delta 2845.

**Watch Supervisor Position**

05:04:53 WS Sup.  
05:04:53 RAPCON WS Hey do you know if anybody requested (Inaudible Transmission) a weather observation.  
05:05:01 WS Uh at the time of it, no.  
05:05:03 RAPCON WS Okay, I'll call weather and see if they have something for that time because FSDO is gonna want it.  
05:05:09 WS (Inaudible Transmission) I think I had it at the 0343 not 03, I'll call you back.

**126.05**

05:05:15 Delta 2845 Tower, Delta 2845. Ready to taxi.

**Watch Supervisor Position**

05:05:19 DATCF Alright.  
05:05:19 WS JD.

**126.05**

05:05:27 WS Delta 2845, Ellsworth tower. Runway 1-3 taxi via alpha, golf, follow me will assist. Current weather uh 220 at 5, visibility 1-0 sky clear temperature is 1-9, dew point 8, altimeter 3-0-0-1.  
05:05:43 Delta 2845 Copy that runway 13 via delta alpha golf, we will follow the follow me keep in mind we will need to, might be delayed at the departure end for a few moments we need to fix the fuel imbalance we'll keep you advised.  
05:05:57 WS Delta 2845 copy sir advise when you're ready to hold short.  
05:05:58 Delta 2845 Wilco.

**Watch Supervisor Position**

05:06:12 WS Tower.  
05:06:12 AMOPS Yes sir uh just seeing if we had a status on when this guy is gonna be departing?  
05:06:15 WS He is taxiing out right now. I just gave him taxi instructions, should be shortly.  
05:06:20 AMOPS Alright sir, appreciate it.  
05:06:21 WS JD.

### **Watch Supervisor Position**

05:06:22 WS Ok so I got I had the time as 0242 was the landing time then uh right around that time I rang the crash phone as well so...

05:06:35 DATCF Okay.

05:06:36 WS Okay so that if you're looking for a time, not sure what your guy put down when I called but all that (Inaudible Transmission).

05:06:45 DATCF Oh as far as, oh okay the landing was 0242?

05:06:49 WS K yeah.

05:06:49 DATCF Ok I'll call weather and see if they got anything.

05:06:52 WS Alright sir.

05:06:53 DATCF Appreciate it.

05:06:53 WS You bet, JD.

### **Tower Land Mobile Radio (LMR) Net**

05:10:29 AF3 Tower, Airfield 3 be advised taxiway delta east is FOD free, ops may be resumed at this time.

05:10:38 WS Airfield 3, Roger thank you.

### **126.05**

05:12:08 Delta 2845 Okay tower our fuel balance has been fixed Delta 2845. Ready for takeoff runway 13.

05:12:14 WS Delta 2845 runway 13, lineup and wait.

05:12:18 Delta 2845 Lineup and wait runway 13, I'm assuming I'll be runway heading initially for Delta 2845.

05:12:24 WS 2845 standby we'll get that release from approach and then I'll confirm that.

05:12:29 Delta 2845 Thank you.

### **Watch Supervisor Position**

05:12:32 WS Approach release Delta 2845 runway 13 going to Rapid City via radar vectors.

05:12:39 DATCF Alright Delta 2845, fly runway heading, climb and maintain 6000 released.

05:12:42 WS Runway heading 6000 released JD.

05:12:43 DATCF JM.

**126.05**

05:12:45 WS Delta 2845 on departure fly runway heading climb and maintain 6000 acknowledge.

05:12:50 Delta 2845 Fly runway heading up to 6000 Delta 2845.

05:12:54 WS Delta 2845 wind 250 at 7 cleared for takeoff.

05:13:01 Delta 2845 Cleared for takeoff uh Delta 2845 Runway 13.

**Watch Supervisor Position**

05:14:47 WS Approach, Tower.

05:14:49 DATCF Approach.

05:14:50 WS Delta 2845 departure roll and your control.

05:14:52 DATCF Thank you, JM.

05:14:52 WS JD.

**126.05**

05:15:32 WS Delta 2845, contact departure 119.5.

**Watch Supervisor Position**

05:15:43 WS Approach, Tower.

05:15:47 DATCF Approach.

05:15:48 WS Did delta come over? He didn't acknowledge.

05:15:49 DATCF Yeah he just came over.

05:15:50 WS Thanks, JD.

**Watch Supervisor Position**

05:16:01 AMOPS Go ahead tower.

05:16:02 WS Departure.



05:16:04 AMOPS Standby... alright go ahead.  
05:16:08 WS Gonna be Delta 2845 at 0515.  
05:16:12 AMOPS 0515 copy that.  
05:16:14 WS Juliet Delta.  
05:16:15 AMOPS Sierra Hotel thank you very much.  
05:16:15 WS You betcha.  
05:16:16 AMOPS Alright, bye.  
05:16:16 WS JD.

**Watch Supervisor Position**

05:21:25 AMOPS Airfield Management Airman Beck speaking, how may I help you?  
05:21:27 WS Yeah is Col Martin still floating around down there?  
05:21:29 AMOPS Uh no, he already left.  
05:21:30 WS Okay did. Did he know the aircraft left?  
05:21:32 AMOPS Yeah they knew the aircraft left.  
05:21:35 WS Okay that's all I need, thanks.  
05:21:36 AMOPS No problem sir.  
05:21:36 WS JD.  
05:21:37 AMOPS TB.