



Federal Aviation Administration

Memorandum

Date: April 17, 2009
To: Aircraft Accident File ZLC-ARTCC-0271
From: Salt Lake City Air Route Traffic Control Center
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N128CM
Butte, MT, March 22, 2009

This transcription covers the Salt Lake City Air Route Traffic Control Center (ARTCC) 43 R position for the time period from March 22, 2009, 1840 UTC, to March 22, 2009, 1913 UTC.


Agencies Making Transmissions

PC12, N128CM
Salt Lake City ARTCC, Sector 43 Radar

Abbreviations

N128CM
R43

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N128CM.


Mark Murphy
Quality Control Specialist
Salt Lake City ARTCC

1840
(1841-1844)

1845

1845:11 N128CM salt lake center pilatus one two eight charlie mike two five zero

1845:15 R43 pilatus one two eight charlie mike salt lake center roger

1846
(1847-1906)

1907

1907:43 R43 november eight charlie mike contact salt lake center one two eight point zero five

1907:48 N128CM charlie mike wilco

1908

(1909-1912)

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1913

End of Transcript



Federal Aviation Administration


Memorandum

Date: April 20, 2009
To: Aircraft Accident File ZLC-ARTCC-0271
From: Salt Lake City Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N128CM
Butte, MT, March 22, 2009

This transcription covers the Salt Lake City Air Route Traffic Control Center (ARTCC) 31 R position for the time period from March 22, 2009, 1902 UTC, to March 22, 2009, 2001 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
PC12, N128CM	N128CM
Salt Lake City ARTCC, Sector 31 Radar	R31

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N128CM.



Mark Murphy
Quality Control Specialist
Salt Lake City ARTCC

1902
(1903-1906)

1907
1907:57 N128CM salt lake pilatus one two eight charlie mike two five zero

1908

1908:01 R31 pilatus one two eight charlie mike salt lake center roger

1908:46 N128CM ah salt lake pilatus one two eight charlie mike request

1908:49 R31 pilatus one two eight charlie mike go ahead

1908:53 N128CM ah yes leave frequency for two three minutes

1908:56 R31 pilatus eight charlie mike approved report back on

1908:59 N128CM charlie mike thank you
1909

1909:28 N128CM salt lake flight watch pilatus one two eight charlie
mike (unintelligible)

1909:34 R31 pilatus eight charlie mike you're still on center
frequency

1910
1911
1912

1912:51 N128CM ah one two eight charlie mike is back up

1912:54 R31 pilatus eight charlie mike roger
1913
(1914-1928)
1929

1929:24 R31 november one two eight charlie mike change to my
frequency one one eight point zero five

1929:28 N128CM charlie mike

1929:35 R31 that was for november one two eight charlie mike and he
got it at least i think he got it

1929:41 N128CM charlie mike is here

1929:43 R31 and november eight charlie mike roger and say ride
conditions

1929:47 N128CM ah we're smooth although there is some very thin clouds
charlie mike

1930
(1931-1954)
1955

1955:31 R31 november one two eight charlie mike contact salt lake
center one two eight point three five

1955:36 N128CM charlie mike
1956
(1957-2000)
2001

End of Transcript



Federal Aviation Administration

Memorandum

Date: May 11, 2009

To: Aircraft Accident File ZLC-ARTCC-0271

From: Salt Lake City Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
 Aircraft Accident, N128CM
 Butte, MT, March 22, 2009

This transcription covers the Salt Lake City Air Route Traffic Control Center (ARTCC) 31 RA position for the time period from March 22, 2009, 1909 UTC, to March 22, 2009, 1935 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Salt Lake City ARTCC, Sector 31 Radar	R31
Salt Lake City ARTCC, Sector 31 Radar Associate	D31
PC12, N128CM	N128CM

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N128CM.



Mark Murphy
 Quality Control Specialist
 Salt Lake City ARTCC

1909
 (1910-1913)

1914
 1914:28 R31 ah you got the preview

1914:30 D31 affirmative

1914:31 R31 the weather is ah good except not getting in at sun valley and i don't know about twin falls or burley but either both earlier both of those were shut down too and it's because of visibility low ceilings ah they got snow now that is new the equipment there is a whole bunch of sigmets and airmets the equipments been working it's working except where you saw uret is up and functioning flow you can check it ahhh nothing really for us notams

posted no closed runways airspace orchard is fifteen and
below everything else is cold darc works filter keys no
negative r v s m traffic ah nothing for you to do

1915:10 D31 no questions
1916
(1917-1928)
1929
1929:15 D31 d thirty one

1929:17 R31 is there anything i didn't know about because you
weren't over there very long

1929:21 D31 no sir nothing for you (unintelligible)

1929:22 R31 all right i got it

1929:22 D31 all right thanks e t

1929:24 R31 november one two eight charlie mike change to my
frequency one one eight point zero five

1929:28 N128CM charlie mike
1930
(1931-1934)
1935

End of Transcript



Federal Aviation Administration

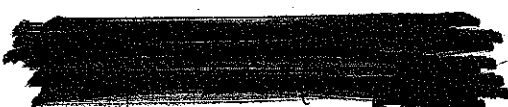
Memorandum

Date: April 20, 2009
To: Aircraft Accident File ZLC-ARTCC-0271
From: Salt Lake City Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N128CM
Butte, MT, March 22, 2009

This transcription covers the Salt Lake City Air Route Traffic Control Center (ARTCC) 08 R position for the time period from March 22, 2009, 1950 UTC, to March 22, 2009, 2005 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
PC12, N128CM	N128CM
Salt Lake City ARTCC, Sector 8 Radar	R08

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N128CM.


Mark Murphy
Quality Control Specialist
Salt Lake City ARTCC

1950
(1951-1954)

1955
1955:42 N128CM salt lake pilatus one two eight charlie mike two five zero

1955:47 R08 november one two eight charlie mike salt lake center roger

1956
(1957-1958)

1959
1959:15 R08 november one two eight charlie mike contact salt lake center one three two point four

1959:20 N128CM charlie mike
2000
(2001-2004)

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2005

End of Transcript



Federal Aviation Administration

Memorandum

Date: May 11, 2009
 To: Aircraft Accident File ZLC-ARTCC-0271
 From: Salt Lake City Air Route Traffic Control Center
 Subject: INFORMATION: Partial Transcript
 Aircraft Accident, N128CM
 Butte, MT, March 22, 2009

This transcription covers the Salt Lake City Air Route Traffic Control Center (ARTCC) 06 R position for the time period from March 22, 2009, 1954 UTC, to March 22, 2009, 2108 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
PC12, N128CM	N128CM
Salt Lake City ARTCC Sector 6 Radar	R06
Bozeman Federal Contract Facility ATCT	BZN
Federal Contract Facility, Lockheed-Martin AFSS	DEN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N128CM.



Mark Murphy
 Quality Control Specialist
 Salt Lake City ARTCC

1954
 (1955-1958)

1959
 1959:28 N128CM salt lake pilatus one two eight charlie mike two five zero

 1959:34 R06 calling salt lake center i was on another line say again

 1959:36 N128CM pilatus one two eight charlie mike two five zero

 1959:39 R06 pilatus one two eight charlie mike salt lake center
 roger

2000

2000:59 R06 okay sector six ah you know pretty much about the rides because they are better than yours umm i haven't had any ride complaints in here

2001:08 R06 okay

2001:09 R06 but i have only been here for forty minutes so it's not so bad yet nobody has complained the status information area is pretty short up there the weather it's v f r there is a few cloud deck at about eight thousand feet right over here coming in from the south no problem getting the visual altimeters are low flight level one eight zero not useable airmets and sigmets broadcast and posted it's all over on the other side there equipment's fine urets fine flows are up on the board notams runways closed here special airspace we don't have any darc is here filter keys set non r v s ms none traffic eight romeo lima is not flashing at us yet eight charlie mike is on he's a slow climber this guy is on v f r climb er not on yet he is a v f r climb to seventeen because he was at eighteen

2001:55 R06 okay

2001:56 R06 when he wanted the release and ah northwest is released right after flex jet climbing to one six thousand

2002:01 R06 okay

2002:02 R06 and i'll take that and you know you're not talking to him yet

2002:04 R06 okay

2002:04 R06 that's it

2002:05 R06 c x

2002:06 R06 all right
2003

2003:16 N128CM ah salt lake pilatus one two eight charlie mike request

2003:21 R06 pilatus eight charlie mike salt lake center go ahead

2003:25 N128CM yeah i'd like to request ah divert to butte montana
please

2003:30 R06 november eight charlie mike roger cleared to the butte
airport via direct maintain flight level two five zero

2003:35 N128CM okay butte direct two five zero eight charlie mike
2004

2004:34 N128CM salt lake ah one two eight charlie mike ah request lower

2004:51 R06 calling salt lake center i was on the land line say
again

2004:54 N128CM ah one two eight charlie mike requesting lower altitude

2004:57 R06 november eight charlie mike descend at pilots discretion
maintain one four thousand the butte altimeter two niner
five eight

2005:03 N128CM two niner five eight one four thousand leaving ah two
five zero eight charlie mike

2005:17 N128CM and ah salt lake eight charlie mike

2005:21 R06 november eight charlie mike salt lake center

2005:23 N128CM yeah revised destination to butte please

2005:30 R06 say that again

2005:31 N128CM one two eight charlie mike request ah revised
destination to butte montana

2005:37 R06 yeah november eight charlie mike i cleared you to the
butte airport via direct and to maintain flight level
two five zero i thought you read that back

2005:44 N128CM descending to one four thousand at this time eight
charlie mike thank you

2006

2006:15 R06 november eight charlie mike advise receipt of the butte

montana weather and notams

2006:20 N128CM eight charlie mike wilco
2007
(2008-2018)
2019
2019:01 R06 all right i was briefed smooth rides here this is the
only other sector that i have worked other than seven

2019:09 R06 hmm

2019:09 R06 low altimeters you got visual approaches at bozeman
quebec is current your sigmets and airmets are all
broadcast equipment outages are right here ah uret is
working flows are on the big board those haven't changed
eighteen is i believe closed darc works filter keys set
no negative r v s m aircraft

2020

2020:10 R06 okay traffic you heard me just do the visual there

2020:15 R06 uh huh

2020:15 R06 with the arrival eight romeo lima he is going to twin
bridges this guy is deviating right of weather and then
going to go direct sacramento so watch lifeguards
descent reference his turn to sacramento

2020:25 R06 okay

2020:26 R06 gone take the flash here flash him on on he lands butte
on land bozeman he's supposed to tell you when he has
quebec take the flash here that looks like it is going
to be a point out and he lands helena

2020:42 R06 okay

2020:43 R06 c x

2020:44 R06 d p

2021
2022
2022:50 R06 pilatus eight charlie mike descend and maintain one
three thousand the butte airport twelve oclock one three
miles report the airport in sight for the ah visual

2022:58 N128CM eight charlie mike out of one four for one three thousand

2023
2024

2024:38 N128CM one two eight charlie mike request lower

2024:44 R06 november eight charlie mike descend and maintain one two thousand two hundred

2024:49 N128CM okay out of one three for one two point two eight charlie mike

2025
2026
2027

2027:27 R06 november eight charlie mike the airport now twelve o'clock one two miles does it appear you'll be able to get the field sir

2027:32 N128CM ah yeah as soon as we get past one more cloud thank you

2027:36 R06 november eight charlie mike roger

2028

2028:43 N128CM ah one two eight ah charlie mike has the airport cancel instruments

2028:49 R06 november eight charlie mike ah roger i copy your cancellation squawk v f r no known or observed traffic between you and the airport talk to you later

2029

2029:32 R06 november eight charlie mike salt lake center

2030
(2031-2033)

2034
2034:20 BZN sector six bozeman

2034:35 R06 six

2034:36 BZN question for you we got a remove strips on a pilatus one two eight charlie mike did he go somewhere else

2034:43 R06 ah he landed at ah i've got a strip for he landed at butte

2034:47 BZN okay thank you

2034:48 R06 d p
2035
(2036-2041)
2042
2042:58 R06 okay preview area nothing up there that's been affecting us weather no complaints as far as the rides visual approaches i did have a deviation a twin bridges lander a lifeguard he went up here before he finally came down to the south so there is something there we are not seeing other than that i haven't heard of any deviations

2043:21 R06 ah quebec and visuals at bozeman visuals at butte altimeters are low haven't seen any new sigmets or airmets for quite awhile but we have been getting a bunch of sigmets and convective sigmets all day for the weather ahh equipments okay urets covered by the d side flow and flows on the board no runway closures that i'm aware of no special airspace eighteen is closed here is the darc filter keys set no non r v s m aircraft and traffic

2043:55 R06 okay only situation we really have here we're going under here at thirteen going under here two bravo hotel he'd like to go direct dookr and then in i've got him going direct helena now until he gets down lower um flashing at you here can be shipped to eight over under he said its just fine with them

2044:14 R06 okay

2044:15 R06 um i think that is the only thing we got two v f r climbs coming out of bozeman one v f r to sixteen second v f r to fifteen umm and i'll remind the sup on the way out i don't know if he's been told yet

2044:27 R06 i'll take care of it

2044:28 R06 that's all i got

2044:29 R06 all right

2044:30 R06 d p
2045
(2046-2100)
2101
2101:43 R06 salt lake sector six

2101:44 DEN yeah denver radio here were you talking to anyone going into butte not too long ago

2101:49 R06 ah you know i just came on duty what do you need

2101:52 DEN well a plane just crashed and i guess there is some fatalities there at the runway and we are just trying to figure out who it is but they don't have a tail number because its all burnt up so

2102

2102:01 R06 uh oh really have you talked to the o m

2102:03 DEN ah

2102:04 R06 the ops manager for the center

2102:06 DEN no i haven't

2102:07 R06 okay i think probably you ought to call him and let him know what is going on

2102:10 DEN right i'll give him a call too i just didn't (unintelligible)

2102:11 R06 but i talked to nobody in there so

2102:13 DEN okay cool thanks

2102:14 R06 t d

2103
(2104-2107)
2108

End of Transcript