



# Federal Aviation Administration

## Memorandum

Date: October 30, 2019  
 To: Aircraft Accident File 19-001-BDL  
 From: Bradley Airport Traffic Control Tower  
 Subject: INFORMATION: Partial Transcript  
 Aircraft Accident, N93012  
 Windsor Locks, CT, October 02, 2019

This transcription covers the Bradley Airport Traffic Control Tower (ATCT) CLEARANCE CD position for the time period from October 02, 2019, 1304 UTC, to October 02, 2019, 1408 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N93012.



Ethan Casey  
 Support Specialist  
 Bradley ATCT

Agencies Making Transmissions	Abbreviations
N93012, B17	N93012
Bradley ATCT, Clearance Delivery (CD)	CD

1304  
 (1305-1333)  
 1334  
 1334:02 N93012 morning clearance boeing nine three zero one two  
  
 1334:04 CD boeing nine three zero one two bradley clearance stand by  
  
 1334:10 N93012 nine three zero one two will be local v f r  
  
 1334:14 CD november nine three zero one two bradley clearance stand by

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 N93012

1334:34 CD november nine three zero one two bradley clearance state  
your request again please the type of aircraft  
destination and requested altitude

1334:44 N93012 nine three zero one two is a boeing b seventeen will be  
local twenty minute v f r flight to the east and no  
further than twenty miles two thousand feet and below

1335  
1336  
1336:49 CD november three november nine three zero one two maintain v  
f r at or below two thousand departure frequency one two  
five point nine five squawk four six seven five

1336:50 N93012 nine three zero one two will maintain above two thousand  
on one two five point nine five squawking four six seven  
five

1337

1337:16 CD november nine three zero one two that's maintain v f r at  
or below two thousand at or below two thousand until  
advised

1337:25 N93012 at or below two thousand one two five point nine five

1337:28 CD november zero one two maintain v f r at or below two  
thousand five hundred two thousand five hundred your  
departure frequency one two three point nine five

1337:37 N93012 okay at or below two thousand five hundred now and still  
one twenty three or twenty five ninety five

1337:42 CD one two three point nine five

1337:44 N93012 thank you  
1338  
(1339-1407)  
1408

End of Transcript



# Federal Aviation Administration

## Memorandum

Date: November 06, 2019  
 To: Aircraft Accident File 19-001-BDL  
 From: Bradley Airport Traffic Control Tower  
 Subject: **INFORMATION:** Full Transcript  
 Aircraft Accident, N93012  
 Windsor Locks, CT, October 02, 2019

This transcription covers the Bradley Airport Traffic Control Tower (ATCT) GROUND GC position for the time period from October 02, 2019, 1308 UTC, to October 02, 2019, 1425 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N93012.

Ethan Casey  
 Support Specialist  
 Bradley ATCT

Agencies Making Transmissions	Abbreviations
N93012, B17	N93012
Bradley ATCT, Ground Control (GC)	GC
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA197	SWA197
Unknown	UNKNOWN
Bradley ATCT, Local Control (LC)	LC
UNITED AIR LINES INC., UAL305	UAL305
N74WW, P32R	N74WW
CAA State Vehicle	STATE6

1308  
 (1309-1337)  
 1338

1338:17 N93012 bradley ground this is boeing nine three zero one two the b seventeen at tacair we have our clearance we would like local v f r ah to eastbound and if we could we would like the intersection of runway three three and six

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 N93012

1338:32 GC november zero one two bradley ground ah runway six at three three for an intersection departure taxi on echo runway three three hold short of runway six

1338:42 N93012 right on echo right on three three to hold short of six november zero one two thank you very much

1338:48 SWA197 ground southwest one ninety seven is with ya

1338:51 GC southwest one ninety seven bradley ground taxi to the ramp on echo taxi slowly you'll see a super fortress let him join in front and then cross runway three three

1339

1339:31 UNKNOWN is the fortress passing through or giving rides

1339:34 N93012 giving rides

1339:46 GC off six

1339:47 LC j h  
1340

1340:06 GC november zero one two what's your weight class category

1340:10 N93012 ah we're about forty four thousand pounds

1340:19 N93012 they don't appear to bother us anymore

1340:22 GC yep you're going to have uh for safety a three minute wait there two jet liners to go

1340:28 N93012 hey not a problem we have a little bit of a warm up anyway takes about a minute and a half two minutes

1340:33 GC even better call tower when you are ready

1340:35 N93012 will do thanks for your help really appreciate it  
1341  
(1342-1349)

...

1350  
1350:06 UAL305 bradley united three zero five off of push at twenty one  
with india

1350:08 GC united three zero five bradley ground push at your  
discretion

1351

1351:37 N93012 we'll get there mid field downwind now

1351:58 N74WW ground saratoga seven four whiskey whiskey tacair south is  
uh runway three three available for departure

1352:00 GC negative sir it is closed

1352:07 N74WW okay we are ready to taxi seven four whiskey whiskey

1352:12 GC november seven four whiskey whiskey ah it's going to be  
runway six eventually what i want you to do we have a  
situation going on taxi on lima cross runway three three  
then taxi on sierra hold short of taxi papa

1352:28 N74WW okay we are going to taxi on lima cross three three a  
right on sierra and then we'll hold short of a papa for  
november seven four whiskey whiskey

1353

1353:20 STATE6 bradley ground state six showing the airfield is closed at  
this time

1353:30 STATE6 bradley ground state six the airfield the airport is  
closed at this time

1353:45 GC roger

1353:52 GC request all runways

1353:53 LC all runways your control

1353:59 GC ah you have a question dispatch  
1354

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1354:12 GC bradley tower to all responding vehicles no matter where  
you are proceed to the crash site via the quickest way  
available

1354:25 GC seven four whiskey whiskey stop  
1355  
(1356-1424)  
1425

End of Transcript



# Federal Aviation Administration

## Memorandum

Date: October 30, 2019  
 To: Aircraft Accident File 19-001-BDL  
 From: Bradley Airport Traffic Control Tower  
 Subject: **INFORMATION**: Full Transcript  
 Aircraft Accident, N93012  
 Windsor Locks, CT, October 02, 2019

This transcription covers the Bradley Airport Traffic Control Tower (ATCT) LOCAL LC position for the time period from October 02, 2019, 1315 UTC, to October 02, 2019, 1424 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N93012.

[REDACTED]

Ethan Casey  
 Support Specialist  
 Bradley ATCT

Agencies Making Transmissions	Abbreviations
N93012, B17	N93012
Bradley ATCT, Local Control (LC)	LC
Yankee TRACON, Bristol Radar (BR)	BR
PIEDMONT AIRLINES, INC. D/B/A HENSON AVIATION - USAIR FLORIDA SHUTTLE - USAIR EXPRESS (SALISBURY, MD),	PDT4837
ENVOY AIR, INC (DFW AIRPORT, TX), ENY3803	ENY3803
Bradley ATCT, Ground Control (GC)	GC

1315  
 (1316-1344)  
 1345

1345:03 N93012 tower boeing nine three zero one two is ready for takeoff

1345:10 LC boeing nine three zero one two bradley tower it'll be about two minutes hold for wake turbulence

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 N93012

1345:16 N93012 nine three zero one two holding short.

1345:41 BR alrighty descend down to four thousand piedmont forty eight thirty seven

1345:47 LC bristol local info a b seventeen nine three zero one two just wants to do airwork twenty miles east i am just going to put him on a zero niner five

1345:55 BR copy all w n  
1346

1346:06 LC november niner three zero one two wind light and variable at three turn right heading zero niner five runway six at runway three three cleared for takeoff

1346:15 LC right to zero nine five and cleared for takeoff nine three zero one two  
1347  
1348

1348:16 LC november nine three zero one two contact departure

1348:20 N93012 nine three zero one two  
1349  
1350

1350:03 BR climb and maintain three thousand

1350:10 PDT4837 climb and maintain three thousand piedmont. forty eight thirty seven do you want us to stay on this present heading

1350:12 BR november zero one two you can proceed however necessary to runway six

1350:16 BR okay entering a downwind for runway six november zero one two

1350:17 BR piedmont forty eight thirty seven reaching two thousand five hundred fly heading one five zero

1350:26 PDT4837 reaching two thousand five hundred heading one five zero



piedmont forty eight thirty seven

1350:31 ENY3803 approach envoy thirty eight zero three is with you five point five for five thousand

1350:33 BR alright whoever is calling stand by for a second local bristol

1350:36 LC go ahead

1350:38 BR hey zero one two is having a mag issue they are coming back to the field now no emergency they just need to get on the ground

1350:43 LC okay no emergency mag issue got it j h

1351:00 N93012 bradley tower boeing nine three zero one two is entering a downwind for zero six

1351:07 LC november nine three zero one two wind calm runway six cleared to land

1351:08 N93012 nine three zero one two cleared to land on six

1351:28 LC november niner three zero one two uhh ahh how's your progress for runway six

1351:34 N93012 we'll get there midfield downwind now  
1352  
1353

1353:29 BR southwest twenty five o five descend and maintain one zero thousand

1353:33 BR okay we can't hear you turn that [REDACTED] off (unintelligible) huh

1353:35 LC bradley is closed b seventeen is down

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1353:54 GC request all runways

1353:55 LC all runways your control  
1354  
(1355-1423)  
1424

End of Transcript



# Federal Aviation Administration

## Memorandum

Date: October 31, 2019

To: Aircraft Accident File 19-001-BDL

From: Yankee Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Full Transcript  
 Aircraft Accident, N93012  
 Windsor Locks, CT, October 02, 2019

This transcription covers the Yankee Terminal Radar Approach Control Facility (TRACON) BR AR position for the time period from October 02, 2019, 1315 UTC, to October 02, 2019, 1424 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N93012.

Ethan Casey  
 Support Specialist  
 Yankee TRACON

Agencies Making Transmissions	Abbreviations
Bradley ATCT, Local Control (LC)	LC
Yankee TRACON, Bristol Radar (BR)	BR
Unknown	UNKNOWN
CANADIAN ARMED FORCES, CFC827	CFC827
N427PA, COL4	N427PA
PIEDMONT AIRLINES, INC. D/B/A HENSON AVIATION - USAIR FLORIDA SHUTTLE - USAIR EXPRESS (SALISBURY, MD), PDT4837	PDT4837
SPIRIT AIRLINES, INC. (EASTPOINTE, MI), NKS1133	NKS1133
N93012, B17	N93012
Boston Center Danbury Sector	ZBW DXR
ENVOY AIR, INC (DFW AIRPORT, TX), ENY3803	ENY3803
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA2505	SWA2505
FINFO FLIGHT INSPECTION AIRCRAFT	FLC78

(OKLAHOMA CITY, OK), FLC78

1315

(1316-1344)

1345

1345:47 LC bristol local info

1345:50 BR ah go ahead

1345:51 LC a b seventeen niner three zero one two just wants to do  
air work twenty east i am just going to put him on a zero  
niner five

1345:56 BR copy all

1345:57 LC okay j h

1345:58 BR w n

1346:00 UNKNOWN (unintelligible) two seven is with you five thousand five  
hundred

1346:06 BR last aircraft say again

1346:09 CFC827 canforce eight two seven is with you five thousand five  
hundred

1346:12 BR canforce eight two seven bradley approach bradley  
altimeter two niner eight two say destination

1346:16 CFC827 destination is portsmouth p s m

1346:25 BR canforce eight two seven roger and contact approach one  
two five point three five

1346:28 CFC827 one two five point three five

1346:32 N427PA bradley approach november four two seven papa alpha nine  
hundred now three thousand heading is one four zero

...

1346:40 BR november four two seven papa alpha bradley approach ident

1346:46 N427PA ident seven papa alpha

1346:52 BR piedmont forty eight thirty seven turn left heading three four zero

1346:53 PDT4837 left three four zero piedmont forty eight thirty seven

1346:58 BR november four two seven papa alpha radar contact three miles south of robertson airport bradley altimeter two niner eight two climb and maintain five thousand

1347

1347:08 N427PA two niner eight two and up to five thousand seven papa alpha

1347:14 BR november seven papa alpha maintain three thousand

1347:17 N427PA we will stop it at three seven papa alpha

1347:20 BR piedmont forty eight thirty seven you said you were maintaining four correct

1347:23 PDT4837 that's correct we are stopping our descent at four thousand piedmont forty eight thirty seven

1347:56 NKS1133 three three four two good morning spirit wings eleven thirty three

1348

1348:12 BR piedmont forty eight thirty seven turn right heading three six zero descend and maintain three thousand

1348:17 PDT4837 right heading three six zero and descend three thousand we have the airport in sight piedmont forty eight thirty seven

1348:22 BR piedmont forty eight thirty seven cleared visual approach runway six

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1348:25 PDT4837 cleared for visual runway six piedmont forty eight thirty seven

1348:30 BR november four two seven papa alpha climb and maintain one zero thousand proceed direct thumb

1348:33 N427PA one zero thousand and direct thumb seven papa alpha

1348:49 N93012 departure november nine three zero one two is with you stand by one please

1348:55 BR archer nine three zero one two bradley departure radar contact you can resume own navigation and just verify you are going to be working twenty miles east of the field

1349

1349:03 N93012 that's affirm

1349:05 BR bradley

1349:06 ZBW DXR yeah danbury aprog flight check seventy eight is a king air at eleven and a southwest at twelve thousand going into bradley

1349:10 BR ah it's approved request control on both

1349:12 ZBW DXR your control on both of them w n

1349:19 N93012 departure ah boeing nine three zero one two we would like to return to the field

1349:24 BR november nine three zero one two sorry say again

1349:26 N93012 yeah we are returning to the field immediately

1349:30 BR november nine three zero one two do you need any assistance

1349:34 N93012 negative

1349:35 BR and what's the reason for coming back

1349:38 N93012 we have a rough mag on number four engine we would like to return for it out

1349:42 BR november zero one two roger you can proceed ah onto the downwind for runway six and you said you need an immediate landing

1349:50 N93012 (unintelligible)

1349:51 BR november zero one two so i just want to make sure because we have jet traffic coming in can you go behind them or do need to be on the ground right now

1350:00 N93012 i kinda would like to be on the ground as soon as possible

1350:03 BR piedmont forty eight thirty seven cancel approach clearance climb and maintain three thousand

1350:07 PDT4837 climb and maintain three thousand piedmont forty eight thirty seven and we will stay on this present heading

1350:11 BR november zero one two you can proceed however necessary for runway six

1350:16 N93012 okay entering a downwind for runway six nine three zero one two

1350:19 BR piedmont forty eight thirty seven reaching two thousand five hundred fly heading one five zero

1350:26 PDT4837 at two thousand five hundred heading one five zero piedmont forty eight thirty seven

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N93012

1350:30 ENY3803 approach envoy thirty eight zero three through five point five five thousand

1350:36 BR whoever is calling just stand by for a second

1350:37 BR local bristol hey zero one two is having a mag issue they are coming back to the field now no emergency they just need to get on the ground

1350:41 LC okay no emergency mag issue got it

1350:45 BR j 1

1350:50 BR november ah zero one two contact tower one two zero point three

1350:54 N93012 one two zero three so long

1350:55 SWA2505 bradley southwest twenty five o five with you thirteen descending one two thousand and we are searching for the traffic king air we have india

1351

1351:05 BR envoy thirty eight zero three bradley approach maintain five thousand

1351:08 ENY3803 five thousand envoy thirty eight zero three

1351:12 BR southwest twenty five zero five bradley approach bradley altimeter two niner eight two expect the visual approach to runway six

1351:16 SWA2505 visual six eight two southwest two nine ah o five

1351:23 FLC78 bradley flight check seven eight eleven thousand with india

1351:24 BR flight check seven eight bradley approach you are loud and clear stand by

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N93012



1351:26 BR envoy thirty eight zero three ah reduce speed to one seven zero knots then descend and maintain four thousand

1351:31 ENY3803 speed one seventy then descend and maintain four thousand envoy thirty eight zero three

1351:37 BR piedmont forty eight thirty seven continue right hand turn heading two six zero

1351:42 PDT4837 continue right turn two six zero piedmont forty eight thirty seven

1351:46 BR flight check seven eight descend and maintain one zero thousand bradley altimeter two nine eight two expect the visual approach runway six or a stand by for your request

1351:53 FLC78 down to ten thousand two nine eight two on the meter flight check seven eight

1351:58 BR piedmont forty eight thirty seven heading two three zero

1352:00 PDT4837 heading two three zero piedmont forty eight thirty seven

1352:06 SWA2505 southwest twenty five o five traffic in sight

1352:07 BR envoy thirty eight zero three fly heading zero nine zero intercept the localizer advise when you get bradley in sight

1352:10 ENY3803 zero nine zero to intercept airport in sight envoy thirty eight zero three

1352:27 ENY3803 field in sight envoy thirty eight zero three

1352:30 BR envoy thirty eight zero three cleared visual approach runway six

1352:34 ENY3803 cleared visual approach runway six envoy thirty eight zero three

1352:45 BR southwest twenty five zero five turn right heading zero two zero

1352:49 SWA2505 zero two zero southwest twenty five zero five

1352:55 BR envoy thirty eight zero three maintain one seven zero knots or greater until a five mile final

1353 1353

1353:03 ENY3803 one seven zero until five mile final envoy thirty eight zero three

1353:06 BR piedmont forty eight thirty seven turn right heading two seven zero

1353:09 PDT4837 right heading two seven zero piedmont forty eight thirty seven

1353:14 BR piedmont forty eight thirty seven turn right heading three three zero

1353:17 PDT4837 right three three zero piedmont forty eight thirty seven

1353:20 BR flight check seven eight descend and maintain five thousand

1353:22 FLC78 descend and maintain five thousand flight check seven eight

1353:28 BR southwest twenty five zero five descend and maintain one zero thousand

1353:28 LC bradley is closed

1353:33 LC bradley closed

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1353:35 BR huh

1353:36 LC bradley is closed b seventeen down

1353:37 BR okay

1354

{1355-1423}

1424

End of Transcript

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N93012