

National Transportation Safety Board

Office of Research and Engineering

Washington, DC 20594



CEN23MA034

AIRBOSS AIRSHOW AUDIO RECORDING

Group Chair's Factual Report

June 5, 2023

WARNING

The reader of this report is cautioned that the transcript of an audio recording is not a precise science but is the best product possible from a National Transportation Safety Board group investigative effort. The transcript or parts thereof, if taken out of context, could be misleading. The transcript should be used as an accident investigation tool in conjunction with other evidence gathered during the investigation. Conclusions or interpretations should not be made using the transcript as the sole source of information.

TABLE OF CONTENTS

A. ACCIDENT.....	3
B. AIRBOSS AIRSHOW AUDIO RECORDING GROUP	3
C. DETAILS OF THE INVESTIGATION	3
1.0 AUDIO RECORDING DESCRIPTION.....	3
1.1 Audio Recording Timing Information	4
1.2 Description of Audio Events.....	4
APPENDIX A. AIRBOSS AIRSHOW AUDIO RECORDING TRANSCRIPT.....	5

A. ACCIDENT

Location: Dallas, Texas
Date: November 12, 2022
Time: 13:22 central standard time (CST)
Airplane 1: Boeing B-17, N7227C
Airplane 2: Bell P63, N6763

B. AIRBOSS AIRSHOW AUDIO RECORDING GROUP

Group Chair	Kyle Garner Sr. Aerospace Engineer - Recorder Specialist National Transportation Safety Board (NTSB)
Group Member	Marie Moler Mechanical Engineer - Vehicle Performance NTSB
Group Member	James VanDerKamp Air Safety Investigator - Air Carrier Operations NTSB
Group Member	Sabrina Woods Senior Human Performance Investigator NTSB

C. DETAILS OF THE INVESTIGATION

A group was convened on January 10, 2023.

A certified copy of the airboss airshow audio recording was provided to the NTSB via email by Dallas Executive Airport - Federal Contract Tower (FCT).

1.0 Audio Recording Description

The audio recording was provided in MP3 format and was 36 minutes and 26 seconds in duration. The recording indicated it contained audio from the airboss airshow frequency, 118.625 megahertz (MHz), from 18:50 to 19:44 UTC on the day of the accident.

The MP3 file contained two channels of audio information: one channel of a spoken timecode in UTC every 20 seconds, and one channel of the airboss airshow frequency. The spacing of the spoken timecode was not consistent throughout the

recording, indicating that during the production of the copy of the recording, silences had been removed.

1.1 Audio Recording Timing Information

The certified copy of the audio recording provided to the NTSB had long-duration silences removed throughout the recording. Thus, only portions of the recording were able to be correlated to UTC using the spoken timecode. The NTSB requested a copy of the recording with the silences intact, however, the Dallas Executive Airport FCT was unable to produce such a recording.

Each line of the transcript either has timing in CST¹ (bolded) or recording elapsed time (italicized).

1.2 Description of Audio Events

A transcript of the audio recording is provided in Appendix A Table 1.

The recording began with a recorded statement that the file was prepared by the Dallas Executive Airport FCT and concerned communications on the airboss airshow frequency 118.625 MHz from 18:50 to 19:44 UTC on the day of the accident. The transcript began at elapsed time 00:00:56.9 and stopped following the accident, at elapsed time 00:22:04.1. The remainder of the recording after the accident was deemed not pertinent to the investigation and was not transcribed. The recording ended at elapsed time 00:36:25.7.

Submitted by:

Kyle Garner
Sr. Aerospace Engineer - Recorder Specialist

¹ CST = UTC - 6 hours.

APPENDIX A. AIRBOSS AIRSHOW AUDIO RECORDING TRANSCRIPT.

LEGEND

AIRBOSS	Airshow airboss
T-34	Beechcraft T-34B Mentor, N802HV
B-25	North American B-25J Mitchell, N9643C, "Devil Dog"
B-17	Boeing B-17G Flying Fortress, N7227C, "Fortress", "Raiders"
UNK	Unknown speaker
B-24	Consolidated B-24 Liberator, N24927, "Diamond Lil"
P-51	North American Aviation P-51 Mustang, N5428V, "Gunfighter"
T-28 1	North American Aviation T-28 Trojan, "Trojan One" ²
T-28 2	North American Aviation T-28 Trojan, "Trojan Two" ²
TOWER	Dallas Executive Airport Tower Controller
PT-17	Boeing PT-17 Stearman, N7058Q, "Stearman"
PYRO	Pyrotechnics operator
*	Unintelligible word
()	Questionable insertion
[]	Editorial insertion

Note 1: Speakers are listed in order of appearance on the recording.

Note 2: Words shown with excess vowels, letters, or drawn-out syllables are a phonetic representation of the words spoken.

² Two T-28 aircraft were present, N9060F and N5443U, however, the callsign of each aircraft could not be determined.

Table 1. Transcript of airboss airshow audio recording.

Time and Source³ Communication	
START OF RECORDING	
<i>00:00:00.0</i>	[start of recording]
START OF TRANSCRIPT	
<i>00:00:56.9</i> AIRBOSS	hotel victor you're going to go down the runway in front of the bombers here in just a second.
<i>00:01:02.3</i> T-34	roger.
<i>00:01:08.9</i> AIRBOSS	all right hotel victor up to the silver cee forty seven [C-47].
<i>00:01:20.0</i> T-34	hey say that again boss.
<i>00:01:21.8</i> AIRBOSS	hotel victor up to the silver cee forty seven [C-47] just hold right in front of the silver cee forty seven [C-47]. just past the bee twenty four [B-24].

³ Timing in the transcript is either CST (bold) and/or recording elapsed time (italicized).

Time and Source³	Communication
00:01:35.3 AIRBOSS	nice job devil dog and yellow rose ⁴ . cross alpha four to alpha to the end for your run up. thanks see ya.
00:01:47.5 B-25	hey airboss uh devil dog here. do you want the uh– tee thirty four [T-34] to go ahead of us?
00:01:52.3 AIRBOSS	nope. cross alpha four alpha all the way to the end. see you all in a minute.
00:01:56.3 B-25	alpha four alpha to the end. devil dog.
00:01:58.8 UNK	[unintelligible transmission]
00:02:05.5 AIRBOSS	eight oh two hotel victor you can follow yellow rose. you're going to alpha two.
12:52:41.7 00:02:10.3 T-34	roger alpha two.
12:52:45.0 00:02:13.5 AIRBOSS	actually i'll tell you what can you take it from the intersection right in front of you?

⁴ "Yellow Rose" = callsign for another B-25 in the formation.

Time and Source ³	Communication
12:52:50.0 00:02:18.5 T-34	yeah i could if you want.
12:52:51.4 00:02:20.0 AIRBOSS	yeah we'll just do that. hang out right there for me and i'll get you moving in a second.
12:52:56.4 00:02:24.9 AIRBOSS	yeah right there thank you.
00:02:34.3 AIRBOSS	let's go ahead and start the four engine bombers. four engine bombers start.
00:03:30.0 AIRBOSS	is the bee seventeen [B-17] ready to taxi?
12:57:20.2 00:03:38.3 B-17	airboss uh– fortress is ready to taxi.
12:57:22.7 00:03:40.8 AIRBOSS	fortress charlie then bravo and i'll get you to the end.

Time and Source ³	Communication
12:57:26.7 00:03:44.8 B-17	charlie then bravo for fortress.
12:57:34.3 00:03:52.4 UNK	twenty four [B-24] remain one second.
12:57:36.0 00:03:54.2 B-24	yeah yea– the doors not closed yet.
00:04:03.6 B-25	airboss devil dog yellow rose our run ups are complete ready to go.
00:04:07.8 AIRBOSS	* roger.
00:04:12.2 P-51	and boss fighters ⁵ are ready to taxi.
00:04:17.1 AIRBOSS	fighters roger. hold position.

⁵ Fighters = fighter formation of three aircraft: two P-51s (N5428V, N61429) and one P-63 (N6763).

Time and Source ³	Communication
00:04:19.0 P-51	holding.
00:04:20.4 AIRBOSS	narration i don't think this is the pass they land out of. i think this next pass yeah.
12:58:25.0 00:04:26.0 T-28 1	airboss trojan one. back your freek [frequency] sir we're lining up for low initial runway three one.
12:58:29.3 00:04:30.3 AIRBOSS	runway three one you're cleared initial.
12:58:31.6 00:04:32.6 T-28 1	no contact on the narrator on this freek [frequency].
12:58:33.8 00:04:34.8 AIRBOSS	yeah he didn't get you either.
12:58:37.2 00:04:38.3 AIRBOSS	and uh– bee twenty four [B-24] you're ready to taxi. your guy's walking around the back end right now.

Time and Source ³	Communication
00:04:44.1 B-24	we'll need uh– just uh– ten seconds for twenty four [B-24].
00:04:46.7 AIRBOSS	* roger.
00:04:48.0 AIRBOSS	bee seventeen [B-17] you make the left turn on bravo.
00:04:51.3 B-17	left turn on bravo for uh– raiders.
00:04:59.7 B-24	twenty four [B-24] is on the roll.
00:05:01.0 AIRBOSS	twenty four [B-24] roger follow the bee seventeen [B-17]. ess bee two cee [SB2C] ⁶ you'll follow the bee twenty four [B-24] thank you.
12:59:21.5 00:05:05.7 B-24	twenty four [B-24] wilco.

⁶ SB2C = Curtiss SB2C Helldiver, N92879, "Helldiver".

Time and Source ³	Communication
12:59:23.0 00:05:07.2 AIRBOSS	fighters you're following the ess bee two cee [SB2C] out.
12:59:25.7 00:05:09.9 P-51	fighters copy.
12:59:28.1 00:05:12.3 AIRBOSS	sierra hotel victor– eight oh two hotel victor runway three one cleared for an immediate takeoff.
12:59:34.8 00:05:18.9 T-34	two hotel victor.
12:59:37.2 00:05:21.4 AIRBOSS	trojan flyers [phlyers] runway three one cleared to land. one departure prior to your arrival is a tee thirty four [T-34].
12:59:42.6 00:05:26.8 T-28 1	cleared to land runway three one this is trojan one.
12:59:45.5 00:05:29.6 UNK	* smoke.

Time and Source³	Communication
12:59:51.3 00:05:35.4 T-28 1	airboss trojan one left base gear down full stop runway three one.
12:59:53.8 00:05:38.0 AIRBOSS	runway three one still cleared to land and that tee thirty four [T-34] is on the roll. winds estimated three three zero at one two gust one eight.
13:00:00.2 00:05:44.3 T-28 1	copy that.
00:05:51.0 T-28 2	airboss trojan two. left base full stop three one three down.
13:00:20.4 00:06:02.8 AIRBOSS	tower boss. you can tell approach we're back down to the regular T-F-R ⁷ airspace.
13:00:25.0 00:06:07.4 TOWER	wilco.

⁷ TFR = temporary flight restrictions.

Time and Source ³	Communication
13:00:31.0 00:06:13.4 AIRBOSS	and i'm going to ask for four thousand again here in a little while for pee fifty one [P-51] aerobatics.
00:06:28.1 AIRBOSS	bee seventeen [B-17] you can cross all the way keep going.
00:06:31.0 B-17	raiders crossing.
00:06:37.6 P-51	boss fighters are rolling.
00:06:40.6 AIRBOSS	yeah and bee seventeen [B-17] just use caution on the left wing tip there are lots of speakers to knock over.
13:01:03.2 00:06:47.4 UNK	[audible groaning]
13:01:11.9 00:06:56.7 AIRBOSS	bee twenty five [B-25] runway three one line up and wait.

Time and Source³	Communication
13:01:17.3 00:07:01.5 T-28 2	trojan two is (gold/going).
13:01:18.6 00:07:02.8 B-25	all right devil dog line up and wait.
00:07:06.6 T-28 1	airboss trojan one PI-REP ⁸ .
00:07:08.5 AIRBOSS	yes sir.
00:07:09.3 T-28 1	windshear short final about fifty feet on runway three one.
00:07:12.8 AIRBOSS	roger we're left to right?
00:07:15.0 T-28 1	yes sir.

⁸ PIREP = pilot report.

Time and Source ³	Communication
00:07:22.2 AIRBOSS	nice job trojan flyers [phlyers] right turn then you're going to go bravo and i'd like to bring you back in front of the crowd on alpha.
00:07:28.1 T-28 1	copy.
00:07:35.5 AIRBOSS	it's going to be a couple minutes before we roll the bee twenty fives [B-25]. will be about two three minutes.
00:07:40.2 B-25	devil dog copy.
00:07:41.7 T-28 1	airboss trojans are clear runway three one.
00:07:43.8 AIRBOSS	* roger thank you.
00:07:50.6 AIRBOSS	five eight quebec up to uh– the intersection of one three– uh– three one and thirty five [B-35] and i'll take a quick run up.
00:07:58.9 PT-17	five eight quebec.

Time and Source³	Communication
00:08:06.1 UNK	boss * * radio check
00:08:08.6 AIRBOSS	oh you sound like you're in the uh can.
00:08:17.8 T-28 1	airboss...trojans. you want me to cross at alpha four?
00:08:20.6 AIRBOSS	yeah cross at alpha four and then back and– in front of the crowd and then you'll one eighty.
00:08:24.8 T-28 1	copy.
00:08:36.0 PT-17	five eight quebec run up complete.
00:08:37.9 AIRBOSS	five eight quebec runway three one cleared for an immediate takeoff.
00:08:41.1 PT-17	three one immediate takeoff five eight quebec.
00:08:42.9 AIRBOSS	yeah say your direction which direction are you going?

Time and Source³	Communication
00:08:45.3 PT-17	that's southbound.
00:08:55.4 AIRBOSS	nice job five eight quebec make an immediate left turn straight to the red roof church. thanks see ya.
00:09:05.1 AIRBOSS	all right narration here comes the doolittle takeoff.
00:09:09.7 AIRBOSS	okay winds are estimated three three zero at one two gust one eight. bee twenty fives [B-25s] runway three one cleared for takeoff left turn.
00:09:18.4 B-25	all right runway three one cleared for takeoff. bee twenty fives [B-25s] left turn out.
00:09:28.1 T-28 1	airboss trojans here comes your left one eighty.
00:09:31.9 AIRBOSS	uh one eighty approved.
00:09:40.4 T-28 1	airboss trojans north on uh runway three six.

Time and Source³	Communication
00:09:44.0 AIRBOSS	hey uh– yeah– uh– north uh– right turn on– right turn on three five.
00:09:56.6 AIRBOSS	and devil dog that steerman should be ahead and off your right side southbound should be no factor.
00:10:01.6 B-25	okay we're lookin. devil dog.
00:10:09.4 AIRBOSS	he's– he's well out of your way you're going to pass behind him no problem.
00:10:13.1 B-25	copy.
00:10:17.0 AIRBOSS	all right pyro next pass is the doolittle bomb pass. i'll take a bomb shot for each bomber.
00:10:23.4 PYRO	copy that. already got it set up boss.
00:10:32.4 B-25	airboss *.
00:10:34.7 AIRBOSS	yeah y'all can roll it in.

Time and Source ³	Communication
00:10:37.1 B-25	copy.
00:10:44.1 AIRBOSS	okay bee seventeen [B-17] runway three one line up and wait.
00:10:47.5 B-17	line up and wait uh– three one raiders.
00:10:49.8 AIRBOSS	bee twenty four [B-24] up to the edge and bee two cee [SB2C] up to that.
00:10:53.0 B-24	bee twenty four [B-24].
00:10:54.2 AIRBOSS	here we go guys here we go [spoken with excitement].
00:10:56.5 UNK	wee! [spoken with excitement]
00:11:02.9 AIRBOSS	into the weeds here we go!
00:11:10.9 AIRBOSS	and go big pull.

Time and Source³	Communication
00:11:12.7 AIRBOSS	pull it up pull it up.
00:11:14.2 AIRBOSS	there we go thank you. (door) excellent.
00:11:24.4 AIRBOSS	nice job left turn left race– uh left ninety right two seventy. left right– left ninety right two seventy. bee seventeen [B-17] cleared to go three one winds three three zero at one two gust one eight.
00:11:36.3 B-17	take off raiders on three one.
00:11:38.6 AIRBOSS	bee twenty four [B-24] runway three one cleared– cleared for takeoff. take your spacing.
13:10:02.0 00:11:43.0 B-24	bee twenty four [B-24].
13:10:04.1 00:11:45.1 AIRBOSS	when the bee twenty fives [B-25s] get turned around you're out to the thousand foot line. traffic departing the runway.
13:10:10.4 00:11:51.4 AIRBOSS	ess bee two cee [SB2C] no need to respond. you're cleared for takeoff. take your spacing on the bee twenty four [B-24].

Time and Source ³	Communication
00:12:06.0 AIRBOSS	nice job raiders you can let it go out runway heading for a little bit longer. then it will be a right turn. you're looking for a thousand feet to enter from over the crowd.
00:12:13.6 B-17	that was a * straight out for raiders.
00:12:15.5 AIRBOSS	nice job bee twenty fives [B-25s] you're on the thousand foot line after this pass. right ninety left two seventy and then i'll pick you up on the bombers.
00:12:22.8 B-25	right ninety left two seventy.
00:12:31.4 AIRBOSS	and the bee seventeen [B-17] can start its turn thank you.
00:12:35.2 B-17	raiders in a right turn.
00:12:43.9 AIRBOSS	there you go bee twenty five [B-25] you can turn it back around come right down the runway high speed pass down the runway and then i'll turn you out to the right to catch the bombers.
00:12:58.1 AIRBOSS	nice job everybody. let's close up the gaps and the bee twenty fives [B-25s] will join y'all in just a second. nice job.

Time and Source ³	Communication
00:13:10.2 T-34	two hotel victor is ready to come back in unless you need me to delay.
13:12:02.1 00:13:13.9 AIRBOSS	eight oh two hotel victor continue for runway three one report the intersection.
13:12:10.0 00:13:21.7 AIRBOSS	nice job bee twenty fives [B-25s] you're a right turn out to go che– catch the ess bee two cee [SB2C].
13:12:14.6 00:13:26.3 B-25	all right copy bee twenty five [B-25].
13:12:16.3 00:13:28.0 AIRBOSS	american fighters are the warmups done?
13:12:19.6 00:13:31.3 P-51	fighters are ready to go.
13:12:21.2 00:13:32.9 AIRBOSS	right turn bee seventeen [B-17] right turn right turn right ninety degree turn right there. yeah.

Time and Source³	Communication
13:12:24.8 00:13:36.5 B-17	right turn for raiders.
13:12:26.4 00:13:37.8 AIRBOSS	yeah right now right turn. right ninety degree turn right now.
13:12:29.5 00:13:41.2 B-17	turn for raiders right now.
13:12:31.0 00:13:42.7 AIRBOSS	yeah thank you.
13:12:32.5 00:13:44.3 AIRBOSS	american fighters runway three one line up and wait.
13:12:35.0 00:13:46.8 P-51	line up and wait fighters.
13:12:37.3 00:13:49.0 AIRBOSS	yeah so the raiders going to point it right at the crowd point it right at the tower. you're going to come overhead. then we're going to do a uh—.

Time and Source ³	Communication
13:12:50.7 00:14:02.4 AIRBOSS	a right turn– a right two seventy after this. i'll walk you through it. here you go. perfect that works really good. thank you.
13:12:57.2 00:14:09.0 AIRBOSS	bombers at a thousand feet thank you.
00:14:17.9 AIRBOSS	nice job bee twenty fives [B-25s]. excellent. thank you everybody.
00:14:22.1 AIRBOSS	yup just continue southbound for raiders i'll give you a right turn in just a minute.
00:14:36.6 AIRBOSS	okay raiders make that a right two seventy you're on the thousand foot line. let's go down to five hundred feet A-G-L ⁹ and this will be a bomb pass. tora– uh pyro on this pass for the bombers give them a bunch of bombs.
13:13:44.6 00:14:49.0 B-17	right two seventy down to five hundred feet for raiders.
13:13:48.0 00:14:52.4 T-34	two hotel victor intersection inbound.

⁹ AGL = above ground level.

Time and Source ³	Communication
13:13:50.1 00:14:54.5 AIRBOSS	american fighters runway three one cleared for takeoff right turnout.
13:13:54.1 00:14:58.5 P-51	right turn out for fighters.
13:13:55.8 00:15:00.2 AIRBOSS	eight oh two hotel victor runway three one continue. flight of three departing prior to your arrival. airboss has you in sight.
13:14:02.4 00:15:06.9 T-34	roger.
13:14:03.4 00:15:07.8 AIRBOSS	and eight oh two victor uh– hotel victor plan on putting it right on the numbers.
13:14:10.5 00:15:14.9 AIRBOSS	there you go guys. that worked out really well. thank you very much.

Time and Source³	Communication
00:15:24.5 AIRBOSS	american fighters are on the roll they'll be runway heading then there will be a right turn back behind the crowd. bombers are on the outside thousand foot line for a hot pass.
00:15:39.0 AIRBOSS	nice job closing up the gap bee twenty five [B-25]. i see y'all working on that. thank you very much.
13:14:43.1 00:15:43.8 B-25	no problem.
13:14:45.1 00:15:45.8 AIRBOSS	eight oh two hotel victor runway three one cleared to land. and try and make the intersection of the runway if able.
13:14:51.5 00:15:52.2 T-34	wilco.
13:14:52.5 00:15:53.2 B-17	raiders roger.
13:14:53.8 00:15:54.5 AIRBOSS	texas raiders after this pass right ninety left two seventy.

Time and Source ³	Communication
13:14:57.5 00:15:58.2 B-17	ninety left two seventy for raiders.
00:16:00.9 AIRBOSS	that'll be a right ninety left two seventy. thank you.
00:16:05.8 AIRBOSS	nice job fighters. get formed up behind the crowd and then i'll bring you overhead in just a moment.
00:16:10.8 UNK	*
00:16:17.4 AIRBOSS	okay narration we're talking about unescorted flight and then fighters coming in in just a moment.
00:16:29.3 AIRBOSS	left nah– yup left two seventy for the bee seventeen [B-17].
00:16:32.9 B-17	two seventy for raiders.
00:16:34.6 AIRBOSS	yeah perfect and then you can come right down the runway and the fighters are going to pick you up.

Time and Source ³	Communication
00:16:39.9 B-17	roger * for raiders.
13:16:01.8 00:16:43.2 P-51	want the fighters inbound?
13:16:04.6 00:16:46.0 AIRBOSS	who's inbound?
13:16:05.7 00:16:47.1 P-51	would you like the fighters inbound?
13:16:07.9 00:16:49.3 AIRBOSS	not yet not quite yet.
13:16:13.8 00:16:55.2 AIRBOSS	hotel victor right turn and all the way to parking. thanks.
13:16:17.2 00:16:58.7 T-34	thank you.

Time and Source ³	Communication
13:16:20.9 00:17:02.4 AIRBOSS	cold pass pyro. cold for right now.
13:16:23.7 00:17:05.2 PYRO	copy cold.
13:16:28.0 00:17:09.4 AIRBOSS	fighters make that a left two seventy right over the crowd. that'll work.
13:16:31.3 00:17:12.8 P-51	wilco.
13:16:36.9 00:17:18.3 AIRBOSS	raiders after this pass left racetrack.
13:16:40.0 00:17:21.5 B-17	this pass left break for raiders.
13:16:43.5 00:17:25.1 UNK	[unintelligible transmission]

Time and Source ³	Communication
13:16:50.0 00:17:31.5 B-17	racetrack raiders.
13:16:51.3 00:17:32.9 AIRBOSS	yeah you got it thanks.
13:16:59.6 00:17:41.2 AIRBOSS	and narration the american fighters are probably about thirty seconds out they're pointing towards us right now. they're getting pointed towards us right now.
13:17:06.7 00:17:48.2 AIRBOSS	bombers are going to make a left racetrack the fighters are going to join overhead guys. just– this is looking really good. thank you very much.
13:17:14.2 00:17:55.6 PT-17	five eight quebec inbound.
13:17:15.7 00:17:57.1 AIRBOSS	five eight quebec continue three one. airboss has you in sight. report the golf course.

Time and Source ³	Communication
13:17:19.9 00:18:01.3 PT-17	report the golf course in sight (quebec).
00:18:04.7 AIRBOSS	and then five eight quebec you can plan on putting it on the numbers and then minimizing your time on the runway. safely.
00:18:09.9 PT-17	five eight quebec.
00:18:16.5 AIRBOSS	and the american fighters have the bee seventeen [B-17] off their nose?
13:17:41.3 00:18:19.8 P-51	affirmative and the twenty four [B-24].
13:17:42.9 00:18:21.5 AIRBOSS	very good. you pick up the bee seventeen [B-17] and then you can start your s turn over the american bombers. thank you.
13:17:49.2 00:18:27.7 P-51	wilco.

Time and Source ³	Communication
13:17:52.4 00:18:31.0 AIRBOSS	american fighters are show center right now bombers and they're going to come get on top y'all let's keep this left racetrack going.
00:18:38.9 UNK	[unintelligible transmission]
00:18:45.9 AIRBOSS	bee seventeen [B-17] next pass left ninety right two seventy.
00:18:51.2 B-17	say again for raiders?
00:18:52.5 AIRBOSS	next pass left ninety right two seventy.
00:18:58.1 B-17	* raiders.
00:19:05.6 AIRBOSS	fighters follow the bombers through and i'm going to break y'all off in just a second.
00:19:09.5 P-51	copy.

Time and Source ³	Communication
00:19:13.8 PYRO	boss pyro.
00:19:15.6 AIRBOSS	pyro go.
13:19:20.0 00:19:17.2 PYRO	i've got two walking bombs left going each direction and several singles and five strafes.
13:19:27.1 00:19:24.4 AIRBOSS	roger yup. we're going to work it out.
13:19:30.5 00:19:27.8 B-29	bee twenty nine [B-29] to taxi.
13:19:31.9 00:19:29.2 AIRBOSS	bee twenty nine [B-29] taxi runway three one.
13:19:33.6 00:19:30.9 B-29	thank you.

Time and Source³	Communication
00:19:44.3 AIRBOSS	bee seventeen [B-17] after this pass right ninety left two seventy.
00:19:49.2 B-17	raiders right dog bone.
00:19:53.5 AIRBOSS	fighters you can walk your way up to the bee seventeen [B-17] i'm going to break y'all out after this um--.
00:19:58.7 AIRBOSS	you're going to end up breaking left.
00:20:01.2 AIRBOSS	so you're going to follow the bombers to the right ninety out and then you're going to roll back in left and be on the five hundred foot line if y'all want to set up an echelon for a break so y'all can get in trail.
13:20:10.0 00:20:11.4 P-51	okay uh-- say again for the fighters. that was not clear.
13:20:13.8 00:20:15.2 AIRBOSS	uh fighters go echelon uh-- right go to echelon right.

Time and Source ³	Communication
13:20:18.3 00:20:19.8 P-51	okay fighters echelon right.
13:20:21.8 00:20:23.2 AIRBOSS	okay bee twenty four [B-24] if you could give me a couple of mi- uh- inches and close the gap i'd appreciate it. bee seventeen [B-17] let's keep the turn a little flat for me.
13:20:29.4 00:20:30.8 UNK	[unintelligible transmission]
13:20:31.4 00:20:32.7 AIRBOSS	just a little bit. when you come back through you're coming through on the thousand foot line.
13:20:36.1 00:20:36.8 B-17	* roger.
13:20:37.0 00:20:38.4 AIRBOSS	american fighters should be in a right turn. you're gonna follow the bombers out on a right ninety turn and then i'm going to roll you back in front of them.
13:20:43.2 00:20:44.7 AIRBOSS	quebec i need you to drop it down to the deck. runway three one clear to land.

Time and Source³	Communication
13:20:47.3 00:20:48.8 PT-17	* * down to the deck. five eight quebec.
13:20:51.4 00:20:52.9 AIRBOSS	there ya go bee seventeen [B-17]. yup. gentle flat roll it around thousand foot line.
13:20:56.1 00:20:57.6 B-17	thousand foot line for raiders.
13:20:57.8 00:20:59.3 AIRBOSS	fighters roll it back to the left. lead fighter lead roll it back to the left and y'all get in trail.
13:21:02.9 00:21:04.3 P-51	okay fighters in trail.
13:21:04.6 00:21:06.1 AIRBOSS	yeah and gunfighter look out your left side and find the bee seventeen [B-17].
13:21:08.4 00:21:09.9 P-51	we see the seventeen [B-17].

Time and Source ³	Communication
13:21:09.9 00:21:11.1 AIRBOSS	yeah there you go. roll it back to the left. i want you to get in front of the bombers. i want you to come through on the outside edge of the runway.
13:21:15.1 00:21:16.6 P-51	okay.
13:21:26.0 00:21:27.0 AIRBOSS	wind check now. winds are estimated three three zero at one two gust one eight.
13:21:31.7 00:21:32.7 AIRBOSS	nice job fighters you're coming through first. that will work out. bee seventeen [B-17] and all the bombers on the thousand foot line.
13:21:39.0 00:21:40.0 AIRBOSS	bee seventeen [B-17] you got the fighters in front of you off your left?
13:21:42.4 00:21:43.4 UNK	[unintelligible transmission]
13:21:44.5 00:21:45.5 AIRBOSS	nice job fighters come on through.
13:21:47.7 00:21:48.7 AIRBOSS	fighters will be a big pull up and to the right.

Time and Source ³	Communication
13:21:55.2 00:21:56.2	[approximate time of accident involving B-17 (N7227C) and P-63 (N6763)]
13:21:57.6 00:21:58.6 AIRBOSS	knock it off. knock it off. roll the trucks. roll the trucks. roll the trucks. knock it off. roll the trucks.
13:22:03.7 00:22:04.1	[end of transcript] <i>The remainder of the recording involved coordinating diverting to alternative airports for the aircraft that were not involved in the accident.</i>
00:36:25.7	[end of recording]