



Federal Aviation Administration

Memorandum

Date: November 19, 2014

To: Aircraft Accident File ZAU-ARTCC-0227

From: Chicago Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N9126V
Dubuque, IA, October 14, 2014

This transcription covers the Chicago Air Route Traffic Control Center (ARTCC) 56 R position for the time period from October 14, 2014, 0312 UTC, to October 14, 2014, 0333 UTC.

Agencies Making Transmissions	Abbreviations
PA46, N9126V	N9126V
Chicago ARTCC, 56 Radar Position	56R

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N9126V.

[REDACTED]

Cynthia Paige Samdal
Support Specialist
Chicago ARTCC

0312
(0313-0316)
0317

0317:48 N9126V chicago center malibu niner one two six victor checking in
with you level seven thousand

0317:58 56R november niner one two six victor chicago center the cedar
rapids altimeter two niner four three

0318:04 N9126V cedar rapids two niner four three two six victor

0319
0320
0321

0321:52 56R november two six victor say flight conditions

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0321:57 N9126V moderate rain uh smooth a bit of a headwind and outside
air temperature is six degrees two six victor

0322:11 56R and november two six victor would you like to proceed
direct dubuque or do you want to stay on course

0322:18 N9126V uh direct dubuque is fine with me two six victor

0322:23 56R two six victor cleared direct dubuque airport

0322:25 N9126V direct dubuque two six victor
0323

0323:33 56R all right uh burlington lincoln and uh waterloo status
information area um a is active b is your back up outages
(unintelligible) your weather it's here it's real
nobody's deviating actually one guy going into des moines
he went a little bit left but everybody else is going
through it okay uh he said just uh moderate rain and
occasional light chop this guy just light chop he got
some moderate but he's higher down low i've just had
light chop reported okay um flow and approach is normal
runway status none special air is cold no negative r v s
m equipment twenty twelve uh for uh newtt that's what it
always is right yeah well i don't know i guess they only
want twenty twelve yeah that's what you should be using
yeah i guess they i don't know okay that's what i was
told all right uh this mercury said he had a lot of
static in here cause i called him a couple times he said
he switched radios so there might be some static in the
in the rain okay um no nordos sign on com status
clearances and traffic skywest is on climb or at twenty
two amflight is on you can give him a short cut if you
like subair i flashed him through they are flashing him
back i'm not called with an actual point out because he
clips right here flashing at you descending to eleven on
at seven direct dubuque now i'll flash him on and i did
have a guy go into burlington that i took a pirep he said
there was moderate turbulence uh i guess in the in the
approach and he broke out at thirteen hundred okay that
is all right (unintelligible)

0325
0326
0327
0327:23 56R malibu niner one two six victor contact cedar rapids
approach one one niner point seven

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0327:28 N9126V going to cedar rapids one one niner point seven two six
victor good night

0327:33 56R good night
0328
(0329-0332)
0333

End of Transcript



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From: Chicago Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N9126V
Dubuque, IA, October 14, 2014

This transcription covers the Chicago Air Route Traffic Control Center (ARTCC) 64 R position for the time period from October 14, 2014, 0344 UTC, to October 14, 2014, 0443 UTC.

Agencies Making Transmissions	Abbreviations
PA46, N9126V	N9126V
Chicago ARTCC, 64 Radar Position	64R
AMR AMERICAN EAGLE, INC. (DALLAS/FT. WORTH, TX) , ENY3139	ENY3139
Chicago ARTCC, Operations Manager in Charge Position	OMIC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N9126V.

[REDACTED]

Cynthia Paige Samdal
Support Specialist
Chicago ARTCC

0344
(0345-0348)
0349

0349:35 N9126V chicago center malibu niner one two six victor checking in with you level seven thousand

0349:41 64R malibu niner one two six victor chicago center advise me of the weather notams at dubuque and type of approach requesting area of precipitation at you're uh twelve o clock all the way to the destination i'm sorry it's off your right wing now and at your twelve o clock all the way to the destination

advisory frequency is approved

0400:00 N9126V cancel with you um going to advisories two six victor

0401

0402

0403

0403:27 64R all right just let me know which uh what kind of approach you'd like to do today we've got an area of precipitation starts about three miles east of the field just southwest of the field is um moderate precipitation the rest of it is uh i'm sorry just southwest of the field is the heavy precipitation the rest of it is moderate and uh i've got a um p a forty six on the uh who just used the three six uh i l s

0404

0405

0406

0406:04 64R envoy thirty one thirty nine i do have to wait to get the down time from the number one aircraft before i can give you your official clearance for now turn left heading of two four zero

0406:14 64R november niner one two six victor chicago

0407

0408

0408:36 64R november niner one two six victor chicago

0408:40 64R envoy thirty one thirty nine is got a p a forty six at the field he has not made his cancellation it's november niner one two six victor do you happen to hear anybody

0408:51 ENY3139 uh we we've not heard them envoy thirty one thirty nine

0408:54 64R envoy thirty one thirty nine unfortunately i'm not going to be able to give you a clearance into the dubuque airport with uh while we're waiting for this particular aircraft um i will let you know as soon as i can have anything for you

0409

0409:57 OMIC watch desk

0410

0410:01 64R hey tom

0410:04 OMIC sorry i hit the wrong button

0410:05 64R oh it's no worries um i have an inbound at dubuque who has not made his cancellation and i have uh envoy thirty one thirty nine south of the field that's going to be delaying for that particular aircraft

0410:13 OMIC (unintelligible) all right uh who was the one that went first

0410:18 64R november niner one two six victor is the one i am waiting on a down time and i really you know we have another ten minutes before i need to but i've got this envoy already delaying for it so i kind of felt like we should may be start (unintelligible)

0410:27 OMIC nine one two six victor all right i'll call the field

0410:29 64R thank you h v

0410:30 OMIC okay bye

0410:37 64R and envoy thirty one thirty nine i still haven't gotten that down time for him yet i'm just going to give you a couple delay vectors through the final until we get some further information unless you have another request

0410:47 ENY3139 okay very good so we're checking with the company right now they said the airplane uh went around and uh uh we're going to try call him nineteen ninety five nineteen point five see what's going on thank you

0410:58 64R you said he went around meaning he did a missed approach

0411:01 ENY3139 yeah he said sounded like a missed approach or something we'll we'll check we'll get back with you with information

0411:06 64R all righty

0411:48 64R yes

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0411:49 OMIC hey do you have anybody near dubuque right now

0411:53 64R i just have the envoy thirty one thirty nine that's the only one

0411:55 OMIC can you see if he can go on to dubuque uh dubuque tower's frequency

0411:57 64R okay

0411:58 OMIC and see if he can broadcast for that guy

0412:00 64R okay all right

0412:01 OMIC and we're calling right now

0412:02 64R all right

0412:03 OMIC all right thanks (unintelligible)
0413

0413:04 64R envoy thirty one thirty nine would you be able to go to dubuque tower here for a little bit and see if you can raise november nine one two six victor on that frequency do you have a minute for that

0413:13 ENY3139 uh yeah we've been trying to call on com two uh say again the call sign we'll try with the call sign

0413:18 64R it's november niner one two six victor

0413:21 ENY3139 okay we'll try with the call sign but no one in the traffic pattern has identified themselves but we'll we'll try again with the call sign
0414

0414:06 ENY3139 and for envoy thirty one thirty nine uh we're not getting any response for nine one two november nine one two six victor

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0414:13 64R envoy thirty one thirty nine roger uh you can expect
another vector through the final

0414:20 OMIC hey

0414:21 64R he said he does not have any response for november two six
victor

0414:25 OMIC all right we're on the phone with somebody so um

0414:28 64R okay

0414:29 OMIC i'll let you know as soon as i know

0414:30 64R thank you

0414:31 OMIC yeah bye
0415
0416
0417

0417:05 64R go ahead tom

0417:06 OMIC uh they

0417:08 ENY3139 yeah uh chicago center envoy thirty one thirty nine

0417:11 OMIC go ahead

0417:12 64R envoy thirty one thirty nine go ahead

0417:14 ENY3139 yeah our company is telling us that that that there may be
a cessna down very near to the airport i'm not sure if uh
any authorities have been notified but uh there's there's
a possible cessna down very close to the dubuque airport

0417:27 64R did you know that tom

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0417:29 OMIC i didn't know that no

0417:30 ENY3139 (unintelligible) if that will help

0417:31 64R envoy thirty one thirty nine roger um maintain five thousand and a heading of zero niner zero until further advised please

0417:53 OMIC all right carie we called they didn't see him on the uh ramp anywhere so uh

0417:58 64R okay then you heard the envoy said something about a cita or i'm sorry a cessna being down

0418:03 OMIC yeah all right

0418:05 64R oh goodness

0418:06 OMIC i'll uh i'll let you know when i know

0419
(0420-0434)
0435
0435:02 64R okay so you're taking the um north area lows all together status is good outages uh let's see nothing affecting us that i know of um besides well this says b is backup i i think that it's not actually available backup but okay so a is active and i don't think you are supposed to go to b um weather this stuff is real i haven't had it's all kind of dissipating but this stuff up here is not dissipating any longer moderate chop was reported at twenty three down to seventeen on an inbound coming in this direction okay light chop other than that the departures haven't said anything okay for o for o'hare it's up the east um yeah kind of be on random headings some time yeah i know uh let's see down the west but i haven't had any southbounders flow is up on the board volk approach is not there madison is not there it's paper i l s three six sorry that's okay um three six and two one uh she said to just double check with the guys that they have one ten point one on the i l s three six frequency because a lot of them are forgetting to dial it up (unintelligible) or something so i'm not sure oh what that really means well yeah cause uh okay one ten point one is not that that

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anyway special use airspace none that i know of right now
r v s m is across the hall don't forget to check the
equipment nordo and suspicious this direction uh

0436:48 64R all right so nordos and suspicious none communication is
english this is the one that we're uh just i think
something happened with this one communication is english
sign on clearances traffic

0437

0437:41 64R all right and that's all we have for you okay
0438
(0439-0442)
0443

End of Transcript
