

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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AIRCRAFT ACCIDENT

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ROSWELL, NEW MEXICO

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NTSB No. CEN15LA091

DECEMBER 30, 2014

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Air Traffic Control
CommunicationsTuesday,
December 30, 2014

R E C O R D I N G

(Audio File BVN8756 SA Final Controller.mp4)

8756: Okay. Roswell approach, Show-Me (ph.) 8756 with you at approximately 6,900.

CONTROLLER: Show-Me 8756 Roswell final controller 125.025. I hear you loud and clear. How do you hear me?

8756: I hear you loud and clear. It's good to hear you.

CONTROLLER: Absolutely. How you doing, Steve?

8756: Oh, it's not been fun at all today. This is a little bit more than I was expecting.

CONTROLLER: Yeah, same here. When able, turn left on 2-2-0. We're going to get you down for about a 5-mile base to Runway 3-5.

8756: Okay. 2-2-0 on the heading, and I'll maintain altitude as best I can until we're ready to let me down. 8756.

(Pause.)

CONTROLLER: Show-Me 8756, for now you can just plan to remain my frequency the entire way down. Runway 3-5. You're clear for the -- correction. Cleared to land. And the wind 0-2-0 at 1-8.

8756: Clear to land for 3-5, and I'll stay with you the entire time. 8756.

CONTROLLER: And Show-Me 8756, if it looks like it's going pretty well and you see the runway, we'll probably switch over to tower for a little better controlling.

8756: I have the tower frequency set up just in case.

1 8756. Thank you.

2 (Pause.)

3 CONTROLLER: And Show-Me 8756, I hate to ask more of you, but
4 if you get a chance, just kind of keep note when you get the
5 runway in sight so we can relay it to your company traffic, follow
6 you in.

7 8756: As soon as I see it, I'll advise as soon as I have it.
8 8756.

9 CONTROLLER: Thanks.

10 (Pause.)

11 CONTROLLER: Show-Me 8756. You are 5 miles southeast of the
12 runway. Turn right heading 2-5-0. That's your base turn. And
13 you can begin your descent anytime you'd like.

14 8756: Okay. What altitude would you like me to down to? 2-
15 5-0 on the heading.

16 CONTROLLER: You can descend and maintain 5,200 at your
17 discretion.

18 8756: Okay. Down to 5,200. 8756.

19 CONTROLLER: Show-Me 8756. Turn right heading of 3-2-0.

20 8756: 3-2-0. 8756.

21 CONTROLLER: You are now 5 miles from the runway, right of
22 course and correcting quickly.

23 8756: Working on it. Just taking my time. 8756.

24 CONTROLLER: Roger. Just keeping you updated. You don't
25 have to respond to any of these transmissions anymore if you don't

1 want to.

2 WEST LOCAL: West Local. Runway between fair and poor
3 braking action.

4 CONTROLLER: Fair and poor. Thank you.

5 Turn right heading of 3-4-0. And for your information, we
6 just had a airport vehicle, a Ford F150, go onto the runway. They
7 said braking action is between fair and poor.

8 8756: Thank you. 8756. I'm prepared for it.

9 CONTROLLER: You're now 4 miles from the runway, slightly
10 right of course, correcting.

11 You can descend and maintain 4,000 -- or correction -- 4,900.

12 8756: 4,900. 8756. I don't have much elevator control. I
13 think my controls are almost frozen.

14 CONTROLLER: Roger. No problems.

15 (Pause.)

16 CONTROLLER: Three miles from the runway. You are slightly
17 right of course, still correcting. Descend and maintain 4,580,
18 4-5-8-0.

19 8756: Working on it. 8756.

20 CONTROLLER: Heading 3-5-0.

21 8756: 3-5-0.

22 CONTROLLER: Two miles from the runway. You are on course,
23 and you can begin your descent. 4,280 feet is the recommended
24 altitude. Two miles from the runway, on course.

25 8756: Working on it. 8756.

1 CONTROLLER: Show-Me 8756. In the event of a missed
2 approach, fly the runway heading and climb to 6,000, and remain at
3 this frequency.

4 8756: I'll try and see the runway as soon as I can. I want
5 to get down. I really don't want to go around.

6 CONTROLLER: Okay. You're 1 mile from the runway. You're on
7 course. The minimum descent altitude here is 4-0-6-0.

8 8756: Are the runway lights on bright?

9 CONTROLLER: Affirmative.

10 8756: Thank you. 8756.

11 LOCAL EAST: Local East.

12 CONTROLLER: Verify the runway lights are all the way up?

13 LOCAL EAST: All the way up.

14 CONTROLLER: Thanks.

15 About a half mile from the runway. You are on course.

16 (Pause.)

17 CONTROLLER: Over the approach end of runway. You are on
18 course. You've got about 10,000 feet to work with.

19 8756: What was my altitude, 4,600?

20 CONTROLLER: Four -- I'm reading you at 4-6. So you're about
21 1,000 feet above, 1,900 feet above.

22 (Pause.)

23 8756: I got the -- I got the runway right below me right in
24 sight. Not enough room. Can I circle around from the --

25 CONTROLLER: Climb, and if you can keep it in sight and

1 circle around to land. If not, climb -- try to get to 6,000, and
2 let me know what you're going to do.

3 8756: Okay. I'm going to try and circle around and fix
4 that. I have the runway now in sight. 8756.

5 CONTROLLER: Roger. Thank you.

6 Local West.

7 LOCAL WEST: Local.

8 CONTROLLER: Show-Me got the runway in sight at the very end.
9 He has it still in sight. He's going to turn around and try and
10 land. I'm going to switch him over to your frequency. He's in
11 the left pattern for Runway 35.

12 Show-Me 8756. Just verify you are able to keep the runway in
13 sight?

14 8756: Yes. I have the tower in sight. I have the runway in
15 sight. Do the best I can here. I'm going to feel like it's --
16 sorry about this.

17 CONTROLLER: No, no. This is no problem at all. We're glad
18 you're -- got it in sight. If you'd like to, you can change over
19 to the tower frequency, 118.5. It's up to you.

20 8756: I'll stay with you at the moment. I'm a little busy
21 at the moment. 8756.

22 CONTROLLER: Roger. And Show-Me 8756, you are still cleared
23 to land Runway 3-5.

24 8756: Still cleared to land 305. 8756.

25 CONTROLLER: Local West.

1 TOWER: Is he staying with you?

2 CONTROLLER: He's staying with me. Still (indiscernible).

3 TOWER: Wind 0-3-0-1-4, gusts 1-9.

4 CONTROLLER: I see that. Thanks.

5 The winds at the field are being reported at 0-3-0-1-2, gust
6 1-9.

7 (Pause.)

8 8756: All right. Turning on final now. 8756.

9 CONTROLLER: Roger. The wind 0-2-0-1-5 gust to 1-9.

10 (Pause.)

11 8756: Declare an emergency. I have had a wing tip strike
12 the ground, and it looks like I'm not -- I may -- I'm just going
13 to shut it down here.

14 CONTROLLER: Okay. Shut down. No worries. The fire trucks
15 are right there by you, and they're on the way.

16 (Pause.)

17 CONTROLLER: Local West.

18 TOWER: Local.

19 CONTROLLER: Are you monitoring?

20 TOWER: Yes, I'm monitoring.

21 CONTROLLER: Okay. Yeah, so just the wing tip strike. He
22 seems okay, but he's shutting down.

23 TOWER: Roger.

24 CONTROLLER: Thanks.

25 Show-Me 8756. If you can still hear me, go ahead and change

1 to the tower frequency, 118.5. The trucks are rolling, and
2 they've got you in sight. You'll be all right.

3 (Pause.)

4 CONTROLLER: Roger, cleared direct, direct (indiscernible),
5 maintain at or above 6,300 until Hugh Jack (indiscernible) clears
6 beyond that DPS Runway 3, and that is shortened.

7 8809: Okay. Tell me that altitude again. Matter of fact,
8 give it all to me again.

9 CONTROLLER: Okay. Show-Me 8809 cleared direct Hugh Jack.,
10 maintain at or above 6,300 Hugh Jack and (indiscernible) DPS
11 Runway 3.

12 8809: Okay. Direct Hugh Jackson, 6,300 until cleared.
13 8809. I think that's right.

14 CONTROLLER: 8809, affirmative. That is correct.

15 (Pause.)

16 8809: Cleared for the approach at or above 6,300 until
17 established. 8809.

18 (Pause.)

19 SPEAKER: Roswell 10-3.

20 CONTROLLER: Roswell.

21 SPEAKER: Southbound (indiscernible) --

22 8809: 8809, we're going to drop a little bit just above the
23 tops here.

24 CONTROLLER: 8809, roger.

25 CONTROLLER: Lovett (ph.) Roswell approach.

1 CONTROLLER: Lovett.

2 Hey, that Show-Me pilot is on the ground now. That was a
3 little hairy, but -- he's safe on the ground, but he did strike
4 his wing tip.

5 SPEAKER: Wow. That is -- thank God for that.

6 CONTROLLER: Yep. I sure appreciate it.

7 8809: You got any equipment or anything in that --

8 SPEAKER: All right, take care.

9 8809: -- displaced area?

10 CONTROLLER: Yes, there is men and equipment in the displaced
11 area.

12 8809: 8809.

13 CONTROLLER: You do have a 1,000 foot buffer zone just right
14 before taxiway Echo.

15 8809: Roger that.

16 CONTROLLER: Hey, Local East. Local East.

17 LOCAL EAST: Local.

18 CONTROLLER: This Show-Me pilot's going to Runway 3,
19 obviously, and he's just taking precautionary measures. He's
20 going to be doing the dive-bomb still, but he's been asking about
21 the equipment. I don't know if you want to get ahold of those
22 guys -- I think we have a phone number up there -- to tell them
23 what's happening, and maybe they'll move off to the side.

24 LOCAL EAST: Oh, Show-Me 8756, just so you know, he shut down
25 on the runway and he's going to have to be towed off. So we're

1 working on that right now.

2 SPEAKER: Yes. I'm going to runway 3.

3 LOCAL EAST: Right.

4 SPEAKER: Yeah, and we got men and equipment on the exposed
5 end.

6 LOCAL EAST: Okay.

7 SPEAKER: So if this guy can't hold altitude, he's going to
8 be right over the top of them until that threshold. I don't know
9 if we want to call those guys and have them just move if they can.
10 I don't know how close he's going to be reference height.

11 TOWER: Okay. I'll call airport management about that.

12 SPEAKER: Okay. Great.

13 LOCAL EAST: 8809, go ahead.

14 8809: Yeah, I said how'd he hit that wing tip?

15 LOCAL EAST: I have no clue.

16 (Pause.)

17 LOCAL EAST: 8809, all we know is that he came in on a left
18 base to final. He ended up circling to the runway.

19 8809: 8809, roger. Is he okay?

20 LOCAL EAST: Yeah, everybody's okay, and he just shut down on
21 the runway. He's going to get towed back in.

22 Show-Me 8809, once you get on the ground with tower, can I
23 have you just pass a PIREP for them? That way we can get a more
24 accurate measurement of all the ice.

25 8809: (Indiscernible). Tops right now are about 9,200.

1 LOCAL EAST: Show-Me 8809, roger. And if you need it, just
2 in case the tops change, you can climb back up to 1-0-thousand.
3 Just maintain 1-0-thousand and below for the approach.

4 8809: We're okay. We're going to do a complete turn right
5 back in.

6 LOCAL EAST: Sounds good. Let me know when you're inbound.
7 You're still cleared approach.

8 8809: 8809.

9 (Pause.)

10 1296: Roswell Approach, AM Flight 1296 is with you at 1,000.

11 CONTROLLER: AM Flight 1296, Roswell Approach, the altimeter
12 is 3-0-4-3. It is Zulu. Advise when you have Zulu.

13 1296: Roger, 3-0-4-3. We do have Zulu. Is that ceiling and
14 visibility holding pretty steady, it seems, so far?

15 CONTROLLER: AM Flight 1296. I believe it is. I will
16 double-check with tower just to see. And what we're going to have
17 to do -- is you buys are sign Alpha, correct?

18 1296: That's correct.

19 CONTROLLER: Okay. We'll have to do either -- or the VOR
20 Bravo approach circle for Runway 3. We have a disabled aircraft
21 on Runway 3-5 at this time.

22 1296: Okay, circling to 3, and then we'll plan on the VOR
23 Bravo approach if the ceiling and visibility stays, I guess.
24 Otherwise, we may want to just proceed over to Covis (ph.) as an
25 alternate.

1 CONTROLLER: Sounds good.

2 8809: Show-Me 8809. We're (indiscernible) turning now.

3 CONTROLLER: 8809, roger.

4 (Pause.)

5 CONTROLLER: 8809, just as a little precautionary measure, we
6 did try to get a hold of those guys, the men and equipment on the
7 runway. So they may or may not be kind of pulling off to the
8 side.

9 8809: Affirm. Tell them, (indiscernible) down.

10 CONTROLLER: And 8809, just, I don't know if you've looked at
11 it when you guys departed or came in, on either side of the cement
12 center there is big piles of dirt. I believe most of the
13 equipment is off to the side so -- but you should be fine.

14 8809: 8809, and we're established inbound.

15 CONTROLLER: Roger.

16 AM Flight 1296, descend and maintain 1-0-thousand, please,
17 and turn direct (indiscernible).

18 1296: 1296, understand direct (indiscernible) 1-1-thousand
19 down to 1-0-thousand.

20 CONTROLLER: AM Flight 1296, we have been getting moderate to
21 severe icing reported by Caravan. If 1-0-thousand is going to put
22 you above the icing, I can keep you at 1-1-thousand.

23 1296: I prefer to stay up at 1-1-thousand as long as
24 possible.

25 CONTROLLER: AM 1296, roger, maintain 1-1-thousand then.

1 1296: Roger, 1-1-thousand direct (indiscernible).

2 CONTROLLER: Show-Me 8809, contact Roswell Tower 118.5.

3 8809: 18.5, and we started picking up moderate mixed icing
4 as soon as we entered the cloud there. 8809.

5 CONTROLLER: Thank you.

6 1882: Roswell Approach, AM Flight 1882, 1-1-thousand.

7 CONTROLLER: AM Flight 1882 Roswell Approach, Roswell
8 (indiscernible) 3-0-4-3.

9 1882: 3-0-4-3, AM Flight 1882.

10 CONTROLLER: AM Flight 1296, just a minute ago, the -- tell
11 me did you hear his PIREP? AM Flight 1296, Approach.

12 1296: 1296. Go ahead.

13 CONTROLLER: AM Flight 1296, I do have a Caravan that's on a
14 6-mile final for Runway 3 at this time, and they reported that
15 right when he entered the clouds it's moderate mixed icing.

16 1296: Okay. Got moderate mixed icing from the time he
17 entered the clouds all the way down until he broke out?

18 CONTROLLER: He's still in the clouds. I'll just do an
19 update once he gets on the ground.

20 1296: Okay. I appreciate that. Thank you.

21 CONTROLLER: AM Flight 1296, how would you like do the VOR
22 Bravo? Did you want to do it via radar vectors or did you want to
23 (indiscernible) turn?

24 1296: Well, let's start out with the radar vectors. Is your
25 Zulu still current?

1 CONTROLLER: Yes, sir. I'll get an update on the weather.

2 (Pause.)

3 1296: (Indiscernible) final phase, let's see, just coming up
4 at the south -- never mind. Everything is okay.

5 CONTROLLER: AM Flight 1296, there's a Cessna that is coming
6 out right now. Almost everything is the same. Your ceiling is at
7 600 and broken now, overcast at 1,100.

8 1296: Understand it's at 600 broken now. And how about
9 visibility?

10 CONTROLLER: One and three-quarters mile visibility with
11 light snow and mist.

12 1296: Okay. Yeah, light snow, mist, and a mile and a half.
13 Sounds good. Thanks.

14 CONTROLLER: AM Flight 1296, some braking action reported on
15 Runway 3-5 (indiscernible). Runway 3 we haven't had any yet, but
16 I will get a braking -- in a minute.

17 1296: Okay. Sounds good, and I understand that 3 is still
18 closed.

19 CONTROLLER: Negative, sir. It's 3-5 that is still closed.
20 So we'll be going to Runway 3 with you short.

21 1296: Okay. It's the south or the north end of it short?

22 CONTROLLER: It's the south 5,300 feet is short.

23 1296: Okay. I should be able to see that. It's new to
24 (indiscernible). We'll let you know.

25 CONTROLLER: Sounds good.

1 (Pause.)

2 CONTROLLER: Flight 1296, turn right heading 1-6-0,
3 (indiscernible) pilot's discretion maintain 6,000.

4 1296: Roger. We're coming right, heading 1-6-0 down to
5 6,000. 1296.

6 (End of recording.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: AIRCRAFT ACCIDENT
 ROSWELL, NEW MEXICO
 DECEMBER 30, 2014
 Air Traffic Control Communications

ACCIDENT NO.: CEN15LA091

PLACE:

DATE: December 30, 2014

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Kat
Transcriber