



Robinson Aviation (RVA), Inc.

Our Quality Goal: "Do each job right the first time, every time."

MEMORANDUM

Date: December 8, 2015

To: Aircraft Accident File AEG-FCT-0013

From: Double Eagle II FAA Contract Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N2440R
Albuquerque, NM, November 16, 2015

This transcription covers the Double Eagle II FAA Contract Tower (FCT) Local Control Position for the time period from November 16, 2015, 1921 UTC, to November 16, 2015, 2024 UTC.

Agencies Making Transmissions

Double Eagle II FCT, Local Control
C182, N2440R

Abbreviations

LC
N2440R

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N2440R.

David R. Moore
Air Traffic Manager
Double Eagle II FCT

1921
(1923-1950)

1951

1952:01 N2440R double eagle tower this is cessna two four four zero romeo

1952:08 LC cessna two four four zero romeo double eagle tower

1952:27	N2440R	we're descending out of thirteen thousand feet trying to get over this weather but we couldn't get high enough to make it work we're kind of in between layers we're probably have to come in and shoot the i l s and land
1952:29	LC	what direction from us
1952:33	N2440R	straight east probably less than five miles
1952:38	LC	if you need to run the i l s give albuquerque approach a call one two three point nine and they'll give you a short range i f r to get you in on that
1952:45	N2440R	give me the i l s frequency so i don't have to dig through my stuff pretty (unintelligible) it's a little bumpy up here
1952:57	LC	one one zero point one for the localizer
1953:06	N2440R	one one zero point one what is albuquerque approach please
1953:08	LC	one two three point nine
1953:11	N2440R	one two three point nine thank you

1954
(1955-2023)
2024

End of Transcript



Federal Aviation Administration

Memorandum

Date: January 26, 2016

To: Aircraft Accident File ABQ-ATCT-0298

From: Albuquerque Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N2440R
Sandia Park, NM, November 16, 2015

This transcription covers the Albuquerque Airport Traffic Control Tower (ATCT) 1S AP position for the time period from November 16, 2015, 1922 UTC, to November 16, 2015, 2052 UTC.

Agencies Making Transmissions

Abbreviations

C182, N2440R	N2440R
ALBUQUERQUE APPROACH SOUTH RADAR	ABQ1S
ENVOY AIR, INC., ENY3058	ENY3058
DELTA AIR LINES, INC., DAL2115	DAL2115
SKY WEST AVIATION, INC. (ST. GEORGE, UT), SKW5243	SKW5243
AMERICAN AIRLINES INC., AAL1573	AAL1573
ALBUQUERQUE SOUTH RADAR RELIEVING CONTROLLER	ABQ1SRC
ALBUQUERQUE APPROACH SOUTH RADAR PREVIOUS CONTROLLER	ABQ1SPC
DOUBLE EAGLE II TOWER (AEG)	AEGTWR

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N2440R.

Keith Reeves
Support Specialist
ABQ ATCT

1922
(1923-1951)
1952

1952:45 N2440R albuquerque approach this is cessna two four four zero romeo

1952:51 ABQ1S cessna two four four zero romeo albuquerque approach

1952:54 N2440R cessna two four four zero romeo is five miles straight
east of double eagle and we need to go in there and shoot
the i l s to land we got caught up in some weather
unintentionally

1953

1953:06 ABQ1S cessna two four four zero romeo say type cessna

1953:09 N2440R a one eighty two

1953:12 ABQ1S cessna two four four zero romeo squawk zero four six one
and ident

1953:17 N2440R zero four six one

1953:19 ABQ1S affirmative

1954

1954:15 ABQ1S cessna two four four zero romeo i'm not ah showing you any
where on the scope ah just verify that you are squawking
zero four six one and if you could please ident

1954:24 N2440R ah i caught identifying it's getting pretty hairy we are i
can see the ground and i'm just trying to maintain
visibilty right now

1954:32 ABQ1S cessna two four four zero romeo i do see one target that
is ah four miles west of double eagle umm are you able to
pick up the albuquerque v o r at all

1954:43 N2440R we are trying

1954:58 ABQ1S cessna two four four zero romeo and you departed double
eagle is that correct

1955

1955:02 N2440R say that again

1955:04 ABQ1S did you depart double eagle

1955:06 N2440R no we were trying to get around this weather we're inbound
double eagle now

1955:09 ABQ1S two four four zero romeo and where did you come from

1955:12 N2440R we came from texas

1955:14 ABQ1S okay roger that so i'm going to be looking out to the east
then um are you able to give me any position report at
all for your last known position

1955:25 N2440R (unintelligible) we're (unintelligible)

1955:30 ABQ1S envoy thirty fifty eight can you um hear that four zero
romeo answer

1955:36 N2440R (unintelligible)

1955:44 N2440R (unintelligible) we need out of this

1955:47 ENY3058 yeah that's him for we can hear him envoy thirty fifty
eight

1955:55 ABQ1S envoy thirty fifty eight i'm um i'm just barely hearing
anything from that aircraft um can you possibly get um
him to say a position report

1956

1956:05 ENY3058 he's saying he doesn't know his position from envoy thirty
fifty eight

1956:19 ABQ1S cessna two four four zero romeo er roger i i did copy um
from another aircraft that you didn't you're unaware
where your position is um you came from texas are you
familiar at all with the terrain in the albuquerque area

1956:37 ABQ1S envoy thirty fifty eight i'm not i can not hear the
response from four zero romeo i'd really appreciate it if
you could be my um if you could ah correspond with him
please and relay for me

1956:47 ENY3058 he said he's over some terrain he doesn't know where he is

1956:57 ABQ1S envoy thirty fifty eight roger continue your present
heading
1957

1957:04 ABQ1S envoy thirty fifty eight if you could relay please
altimeters two niner six one

1957:16 ABQ1S envoy thirty fifty eight if you could relay to that
aircraft please the altimeter is two two niner six one

1957:21 ENY3058 yeah what was his call sign

1957:24 ABQ1S two four four zero romeo cessna

1957:28 ENY3058 two four four zero romeo altimeter is ah two nine six one
envoy thirty fifty eight

1957:35 N2440R we are having a really tough time trying to get out of
this (*mess)

1957:49 ABQ1S two four four zero romeo albuquerque approach i um um i am
trying to help you here um do you know ah what airport
did you depart from
1958

1958:29 ABQ1S cessna two four four zero romeo albuquerque approach do
you hear me

1958:37 ABQ1S envoy thirty fifty eight did he answer at all

1958:41 ENY3058 ah negative for envoy thirty fifty eight

1958:42 ABQ1S envoy thirty fifty eight i think he's just too low for me
can you respond to him i'm sorry relay for me two four
four zero romeo if um he can ah if he can hear any
transmissions that i am making

1958:56 ENY3058 two four four zero romeo can you hear any transmissions
the center is making or approach

1959

1959:15 ABQ1S any response

1959:18 ENY3058 two four four zero romeo can you hear any response from approach

1959:26 N2440R (unintelligible)

1959:30 ENY3058 yeah he can't hardly hear from envoy thirty fifty eight

1959:42 ABQ1S envoy thirty fifty eight roger that

1959:43 ABQ1S envoy thirty fifty eight if you could please relay to him that he is um on the east side of the sandias the sandia mountains um that the lowest he is going to be able to be over those is about ah eleven five um ah i'm thinking that's where he could be eleven five is the lowest that he is going to be able to be

2000

2000:03 ENY3058 i'll try

2000:07 ENY3058 and for ah two four four zero romeo this is envoy thirty fifty eight if you can hear us ah approach control is saying you're east of the sandias mountains it looks like the lowest you can go is eleven thousand five hundred

2000:24 ABQ1S okay cessna two four four zero romeo center can see you i ah if you could give them a call and envoy if you could tell him this on one three two point eight one three two point eight the frequency

2000:39 ENY3058 and ah for envoy thirty fifty eight we have the airport insight and we will relay that to ah two four four zero romeo you got a frequency of one three two point eight for you if you can hear me

2001

2001:07 ENY3058 cleared the visual two six and we didn't hear a response

2001:10 ABQ1S okay thanks it might be you're just a little low now let me ah try delta

2001:13 ABQ1S delta twenty one fifteen can you relay to a lost aircraft
for me his call sign two four four zero romeo

2001:19 DAL2115 yes i can

2001:23 DAL2115 (unintelligible) it's a cessna right

2001:24 ABQ1S a cessna two four four zero romeo affirmative

2001:27 DAL2115 okay and i caught all your stuff and i'll tell him about
the eleven five and all that

2001:30 ABQ1S okay thanks and one three two point eight is the frequency
that he needs to go to

2001:34 DAL2115 thirty two eight okay

2001:36 DAL2115 cessna two four four zero romeo do you read delta two one
one five

2001:53 DAL2115 cessna two four four zero romeo do you read delta two one
one five

2002

2002:09 DAL2115 approach no answer delta twenty one fifteen

2002:11 ABQ1S delta twenty one fifteen thank you um traffic to the south
did get the field in sight i'm not sure i'm not sure it
looks like to the north so we'll just continue you
southbound and we'll try for that ah twenty one fifteen
ah um maintain one zero ten thousand fly heading one
eight zero

2003

2004

2004:11 ABQ1S cessna two four four zero romeo albuquerque approach on
guard if you hear me contact albuquerque center one three
two point eight cessna two four four zero romeo
albuquerque approach on guard center frequency one three
two point eight they will be able to ah get you on radar

2005

(2006-2014)

2015

2015:31 ABQ1S for sky west forty two i'm sorry fifty two forty three and
for american fifteen seventy three as you guys head to
the east can you guys um ah listen for an e l t we just
recently had an aircraft go down um i'm thinking any
where between texico and fort union tracking north bound
a small cessna if you guys could um listen for that ah
and let the next controller know

2015:55 SKW5243 ah we've got it dialed in and we'll let the next
controller know if we pick something up fifty two forty
three

2016

2016:03 ABQ1S american fifteen seventy three did you copy that as well

2016:06 AAL1573 ah east no i'm sorry

2016:08 ABQ1S okay american fifteen seventy three direct texico and if
you hear an e l t if you could be listening as you um
travel to the east i just had a small aircraft go down
and we're not really sure of the position if you could um
contact albuquerque center one three three point six five
and let them know if you do hear it

2016:24 AAL1573 okay (unintelligible) fiftenn seventy five

2016:28 ABQ1SRC yeah

2016:29 ABQ1SPC okay um two six three zero weather's not good si so three
sectors runway three two one is closed um special
instructions or restrictions callsign two four four zero
romeo a cessna that came from texas i think was tracking
this way was trying to make it to double eagle we think
went down

2016:48 ABQ1SRC okay

2016:49 ABQ1SPC so um let's see here he just got the frequency um so we're
trying to i tried on e r a i tried on every thing so i
don't know what we're going to do you have v f r guy here
i'm sorry i f r overflight weather every where (*this is
for) tornados so people will want to know about that

2017

2017:04 ABQ1SPC um is going direct fort union he's going to tell the next controller

2017:06 ABQ1SRC okay

2017:07 ABQ1SPC um this you know i've had him all day he's not gone

2017:10 ABQ1SRC okay

2017:11 ABQ1SPC um sky west is three sixty

2017:13 ABQ1SRC okay

2017:16 ABQ1SRC all right

2017:16 ABQ1SPC l f

2017:17 ABQ1SRC ((unintelligible))
2018
(2019-2020)
2021

2021:09 AEGTWR roger that did you guys ever get a two four four zero romeo

2021:12 ABQ1S two four four zero romeo

2021:14 AEGTWR i f r pick up a little v f r guy trapped between layers

2021:17 ABQ1S yeah that's the guy that ah i believe that they are waiting on ah last reported that was east of the sandias some where

2021:24 AEGTWR oh he said he was five east of me when he called i think the guy's an idiot but okay

2021:29 ABQ1S all right so you never (*got) never saw him then he didn't land

2021:31 AEGTWR no he called me up in the clouds said he was trying to
work his way through the layers and that he was five east
of me

2021:38 ABQ1S united five thirty six direct corona how long ago was that
because i think they're looking for him

2021:43 AEGTWR half hour ago

2021:45 ABQ1S ah oh okay all right thanks

2021:47 AEGTWR i gave em your frequency one twenty three nine and i gave
em our localizer frequency

2021:51 ABQ1S huh okay

2021:52 AEGTWR all right

2021:53 ABQ1S all right thank you
2022
(2023-2051)
2052

End of Transcript

*This portion of the copy of the recording is not entirely clear, but this
represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: December 22, 2015

To: Aircraft Accident File ABQ-ATCT-0298

From: Albuquerque Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N2440R
Sandia Park, NM, November 16, 2015

This transcription covers the Albuquerque Airport Traffic Control Tower (ATCT) WS SI position for the time period from November 16, 2015, 1927 UTC, to November 16, 2015, 2033 UTC.

Agencies Making Transmissions	Abbreviations
ABQ1N, APPROACH RADR NORTH POSITION	ABQ1N
ZAB17, ALBUQUERQUE CENTER SECTOR 17	ZAB17
ZAB94, ALBUQUERQUE CENTER SECTOR 94	ZAB94
ZAB16, ALBUQUERQUE CENTER SECTOR 16	ZAB16

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N2440R.



Keith Reeves
Support Specialist
ABQ ATCT

1927
(1928-1956)
1957

1957:49 ABQ1N seventeen approach

1957:56 ZAB17 seventeen

1957:57 ABQ1N hey we got a ah lost aircraft he's trying to get a hold of
us he has no idea where he's at ah we gave him a squawk
zero four six one do you guys see anything like that

1958

1958:11 ZAB17 stand by

Page 2 of 5

1958:13 ZAB17 i'm not seeing it we'll keep looking did you say code zero
four six one

1958:17 ABQ1N zero four six one yeah he said well ah you know what he
just said he was ah coming from texas

1958:23 ZAB17 okay so he'd be coming from ninety four

1958:25 ABQ1N yeah we'll ah call over there now thanks a lot

1958:28 ZAB17 bye

1958:29 ABQ1N okay

1958:34 ABQ1N ninety four approach

1958:39 ZAB94 ninety four

1958:40 ABQ1N hey we've got a guy calling us doesn't know where he is
says he's caught in weather we gave him ah a squawk of
zero four six one do you guys see anything

1958:52 ZAB94 okay approach he's on just on the other side of the
sandias he's ah ah headed looks like north bound ah on
the east side of the sandias

1959:00 ABQ1N he's on the east side of the sandias headed north bound

1959:02 ZAB94 yeah it looks like he's headed a little bit north bound
right now

1959:04 ABQ1N okay ah okay is he in your air space or sixteens

1959:09 ZAB94 he's going towards sixteens air space towards weather
right now

ABQ-ATCT-0298
N2440R

Page 3 of 5

1959:11 ABQ1N okay ah i'll give them a call then thanks

1959:13 ZAB94 thank you

1959:14 ABQ1N okay

1959:16 ABQ1N sixteen approach on the two

1959:31 ZAB16 (unintelligible) (*albuquerque) approach

1959:32 ABQ1N yeah sixteen

1959:35 ABQ1N sixteen

1959:36 ZAB16 yeah i'm here

1959:37 ABQ1N hey ah we've got a guy

1959:40 ABQ1N sixteen you still there

1959:41 ZAB16 yeah i gotcha

1959:43 ABQ1N okay ah we gotta guy called us said he was coming from
texas doesn't know where he is

1959:47 ZAB16 okay

1959:48 ABQ1N ah he's caught in weather ah i just talked to ninety four
and they said code zero four six one was approaching your
air space on the east side of the sandias

1959:58 ZAB16 okay yeah from what (*saw) i think he just left turned em
just about to pass over the sandias

2000

2000:04 ABQ1N okay ah we can't see him we ur ah i don't know i don't
know why we're not getting radar on him at all

ABQ-ATCT-0298
N2440R

Page 4 of 5

2000:09	ZAB16	okay
2000:10	ABQ1N	can we put him on you
2000:11	ABQ1N	ah sure
2000:12	ABQ1N	okay we're go we're gonna try that he's he's kinda trapped he said
2000:16	ZAB16	okay
2000:17	ABQ1N	all right thanks a lot here ah we'll try and switch him
2000:19	ZAB16	okay
2000:20	ABQ1N	thanks bye
2001		
2002		
2002:16	ABQ1N	sixteen approach
2002:18	ZAB16	sixteen
2002:19	ABQ1N	hey we've tried two different aircraft to ah relay to that guy and they've got no response
2002:24	ZAB16	okay yeah i didn't hear em here either
2002:26	ABQ1N	okay do you still him over there
2002:28	ZAB16	don't
2002:29	ABQ1N	you don't see him
2002:30	ZAB16	no

ABQ-ATCT-0298
N2440R

Page 5 of 5

2002:31 ABQ1N okay thank you

2002:32 ZAB16 sure

2002:33 ABQ1N ah bye
2003
(2004-2032)
2033

End of Transcript

*This portion of the copy of the recording is not entirely clear, but this
represents the best interpretation possible under the circumstances.
