

NATIONAL TRANSPORTATION SAFETY BOARD

IN RE:

THE ACCIDENT OF PIPER PA-30 : NTSB Accident No.
TWIN COMANCHE N7409Y NEAR : CEN16FA276
PLAINFIELD, ILLINOIS ON :
JULY 21, 2016 :

July 21, 2016

Recorded Communications at Position 1P from
1535 UTC to 1640 UTC.

This transcript was produced from audio
provided by the National Transportation Safety Board.

NEAL R. GROSS

A large black rectangular redaction box covers the bottom portion of the page, starting below the signature and extending to the bottom edge.

P-R-O-C-E-E-D-I-N-G-S

10:11 a.m.

MR. BURLESON: This copy is being prepared by Chicago TRACON. The subject concerned, NTSB Request 16-251, reference an aircraft accident involving November 7409 Yankee on July 21st, 2016, at approximately 1614 Universal Coordinated Time.

The facility involved in this NTSB Request 16-251, reference the aircraft accident involving November 7409 Yankee, is Chicago TRACON. The position of operation being copied is 1P.

I certify that the following is a true copy of the original recorded transmissions pertaining to the NTSB Request 16-251 reference the aircraft accident involving November 7409 Yankee. My name is Thomas M. Burleson. I'm employed as the air traffic manager at Aurora Air Traffic Control Tower.

This portion of the copy concerns communications at the 1P position during the period of 1535 Universal Coordinated Time to 1640 Universal Coordinated time on July 21st, 2016.

CONTROLLER: Executive (phonetic) 277, climb and maintain 8,000.

PILOT: Climbing 8,000, Executive 277.

CONTROLLER: Go to 150, back track

NEAL R. GROSS

1 (phonetic), turn back north-bound. He's north-bound
2 now, 3,300 (inaudible) 1 o'clock and two miles.

3 PILOT: (Inaudible). Going to 150. There
4 is a scattered cirrus layer between (inaudible).

5 CONTROLLER: Roger that. Executive 277
6 climb and maintain one one thousand.

7 PILOT: Roger, one one thousand, Executive
8 277.

9 CONTROLLER: Cardinal (phonetic) 150, light
10 traffic just maneuvering north-bound, no factories
11 (phonetic) north-bound mill (phonetic).

12 PILOT: Cardinal 150.

13 CONTROLLER: Executive 277, climb and
14 maintain one two thousand, 12 thousand.

15 PILOT: Roger, one two thousand, Executive
16 277.

17 CONTROLLER: Executive 277, contact Chicago
18 Center, 120.12, 2012. Good day.

19 PILOT: 2012, good day.

20 (Prolonged silence)

21 CONTROLLER: Cardinal 150, you're navigating
22 towards Chicago ITR then up to Marshall?

23 PILOT: Yes, sir. Well actually, I'm
24 navigating down toward a place called Buck County
25 (phonetic) OXI (phonetic).

1 CONTROLLER: You're going towards Knox.

2 Okay, thanks.

3 Turn to 150, contact approach, 128.2. You
4 have a good day.

5 PILOT: 128.2. Thanks for your help.

6 Turning to 150.

7 (Prolonged silence)

8 PILOT: Approach, Southwest 3602, 5,400,
9 descending via the NB4 (phonetic), 22 left transition,
10 Zulu.

11 CONTROLLER: Southwest 3602, Chicago
12 approach. Spec (phonetic) vectors, I have Yankee 22
13 left.

14 PILOT: Southwest 3602.

15 PILOT: South approach, Arrow 2260 Mike
16 checking in.

17 CONTROLLER: Sector 3, Miller (phonetic).

18 CONTROLLER: Southwest, who is checking in?

19 PILOT: Arrow 2260 Mike, checking in to the
20 south (phonetic).

21 CONTROLLER: Arrow 67 (phonetic) Mike,
22 Chicago approach. Roger, (inaudible).

23 PILOT: (Inaudible) Mike.

24 CONTROLLER: Sector 3 direct (phonetic).

25 CONTROLLER: Roger, 67 Mike. You landing at

1 Joliet there?

2 PILOT: (Inaudible) O'Hare (inaudible)

3 Joliet.

4 CONTROLLER: Thanks.

5 (Prolonged silence)

6 CONTROLLER: Southwest 3602, descend and
7 maintain 4,000.

8 PILOT: 4,000. Southwest 3602.

9 CONTROLLER: Southwest 3602, traffic one
10 o'clock and three miles northwest-bound, 3,100
11 indicated.

12 PILOT: Sounds like (inaudible), Southwest
13 3602.

14 (Prolonged silence)

15 CONTROLLER: Vector 33 to 765.

16 CONTROLLER: Two. I'll answer for three,
17 he's a little busy. What can I do for you?

18 CONTROLLER: I got two (inaudible) guys
19 coming up top and a jet. I'm about six and seven. Or
20 what do you want?

21 CONTROLLER: Yes. That works. And
22 actually, (inaudible) --

23 CONTROLLER: These are controlled, because I
24 shifted them.

25 CONTROLLER: Okay, yes. Six and seven's

1 fine.

2 CONTROLLER: AO.

3 CONTROLLER: Okay.

4 CONTROLLER: Yes, air control on both of
5 them then.

6 CONTROLLER: Thanks, okay. And Southwest
7 3602, that traffic's no factor.

8 PILOT: Southwest 3602, thanks.

9 CONTROLLER: Southwest 3602, contact
10 approach, 128.2. Good day.

11 PILOT: 28.2 (inaudible). Good day.

12 (Prolonged silence)

13 PILOT: Chicago approach, Bonanza 102
14 Juliett Mike.

15 CONTROLLER: In the Bonanza, call and say
16 your position and your call sign a little slower.

17 PILOT: November 102 Juliett Mike, we're
18 about, oh, 40 miles to the southwest of O'Hare. We
19 were actually just talking to Chicago Center. I'm not
20 sure why he just didn't hand us over to you. But we're
21 going from Madison direct to Oshkosh, 8,500 VFR.

22 PILOT: Southwest 1008, 2,000.

23 CONTROLLER: Southwest 1008, Chicago
24 departure, radar contact, climb to 7,000.

25 PILOT: Seven, Southwest 1008.

1 CONTROLLER: Two Juliett Mike, ident for me.

2 PILOT: Roger. We're still squawking
3 (phonetic) 6605.

4 CONTROLLER: Roger. I've got to look for
5 you. Two Juliett Mike, Roger, you've got to maintain
6 VFR out to the Bravo (phonetic). Do not enter it.

7 PILOT: Okay. And we asked the guy before,
8 and it was okay with him. But I guess it's not now.
9 We'll turn left.

10 CONTROLLER: Yes, sir. They don't control
11 the Bravo, we so here.

12 PILOT: Yes. We thought he was going to
13 coordinate with you.

14 CONTROLLER: Yes. We never let anyone go
15 through, especially during the day when we have a bunch
16 of departures coming off.

17 PILOT: Okay. No, we asked him earlier, but
18 okay. Thanks. We'll turn left. I'll talk to you
19 later.

20 CONTROLLER: Bonanza 2 Juliett Mike, squawk
21 5127, maintain VFR out to the Bravo.

22 PILOT: 5127 coming up, sir.

23 CONTROLLER: Southwest 1008, climb and
24 maintain one 2,000, (inaudible) Comisky.

25 PILOT: One 2,000 direct to Comisky.

1 Southwest 1008.

2 CONTROLLER: Two Juliett Mike, radio
3 contact, 38 (phonetic) south, O'Hare Airport at 8,500.
4 You said you're going the Madison to Oshkosh?

5 PILOT: Yes, that's right. We'll just skirt
6 the interior a little. If we can get a little bit
7 closer, you just let us know for 2 Juliett Mike.

8 CONTROLLER: Two Juliett Mike, just maintain
9 VFR to the Bravo, mid-level altimeter (phonetic) is
10 3008.

11 PILOT: Roger.

12 CONTROLLER: Bonanza 2 Juliett Mike, contact
13 Chicago departure on 126.62. Let them know you're now
14 getting towards Madison and Oshkosh. Thank you.

15 PILOT: 126.62 (inaudible).

16 CONTROLLER: November 67 Mike, let me know
17 when you get Joliet in sight there please.

18 PILOT: Affirmative, 67 Mike.

19 CONTROLLER: Southwest 1008, contact Chicago
20 Center, 120.12, 2012. Good day.

21 PILOT: 120.12, Southwest 1008. Good day.

22 PILOT: (Inaudible) 2 Juliett Mike to the
23 (inaudible)?

24 CONTROLLER: No, I haven't done that
25 (inaudible).

1 PILOT: All right.

2 (Prolonged silence)

3 PILOT: Southwest 3464, 6,000 with it
4 (phonetic) Zulu.

5 CONTROLLER: Southwest 3464, Center Chicago
6 approach. Runway 22 left on ave (phonetic) Yankee.

7 PILOT: R ave Yankee, 22 left. Southwest
8 3464.

9 CONTROLLER: November 67 Mike, you got
10 traffic 12 o'clock in, six miles off, direction 2,400
11 indicated. You can advise the airport in sight. You
12 have it in sight, or you're still looking?

13 PILOT: No. It's a little foggy out here,
14 lot of (inaudible) out here. So I can't see it yet.
15 But we're getting close.

16 CONTROLLER: Okay, November 67 Mike. Just
17 let me know when you have it. I'll call and keep
18 following traffic.

19 PILOT: Yes, definitely.

20 (Prolonged silence)

21 CONTROLLER: November 67 Mike, traffic no
22 factor.

23 PILOT: 67 Mike.

24 CONTROLLER: Southwest 3464, still maintain
25 4,000.

1 PILOT: Maintain 4,000, Southwest 3464.

2 CONTROLLER: November 67 Mike, the airport,
3 12 o'clock, six miles.

4 PILOT: 67 Mike.

5 CONTROLLER: November 67 Mike, one target
6 just popped up, appears to be in the pattern 1,300
7 (inaudible).

8 PILOT: 67 Mike. I've got it, 67 Mike. I
9 can't pull my right (inaudible).

10 CONTROLLER: November 67 Mike, (inaudible)
11 has offered to change. You have a good afternoon.

12 PILOT: Roger.

13 PILOT: Final approach, Polaris 940, maybe
14 8,000 (inaudible).

15 CONTROLLER: Polaris 940, Chicago approach.
16 Expect vectors on ave Zulu, runway 22 left.

17 PILOT: (Inaudible) runway 22 left, Polaris
18 940.

19 PILOT: Final approach, Southwest 3581. One
20 zero 1,000 to 10 via the ND (phonetic) with information
21 Zulu.

22 CONTROLLER: Southwest 3581, Chicago
23 approach, good afternoon. Actually, it's still
24 morning. I have you on Yankee 22 left.

25 PILOT: RNOV (phonetic) Yankee, 22 left,

1 Southwest 3581.

2 (Prolonged silence)

3 CONTROLLER: Southwest 3464, contact Chicago
4 approach, 128.2. Good day.

5 PILOT: 128.2, Southwest 3464, good day.

6 PILOT: (Inaudible) heading 07. There are
7 very clear weather conditions.

8 CONTROLLER: Say again.

9 PILOT: (Inaudible) 070. The weather
10 conditions (inaudible).

11 CONTROLLER: Polaris 940, deviation left of
12 course, (inaudible) when able. Direct PCAC (phonetic)
13 and advise.

14 PILOT: Okay. Abort the deviation. I
15 wasn't able to execute (inaudible), Polaris 940.

16 CONTROLLER: Polaris 940, descend and
17 maintain 4,000.

18 PILOT: Hold and maintain 4,000. Polaris
19 940.

20 PILOT: (Inaudible) Southwest 3581
21 (phonetic). Can we deviate slightly off our course?
22 We've got a (inaudible) 12 o'clock (inaudible).

23 CONTROLLER: Southwest 3581, plotting 070,
24 expect direct PCAC to resume the arrival. Maintain
25 6,000 please.

1 PILOT: 070, 6,000. 3581.

2 CONTROLLER: Does that work for you?

3 PILOT: Yes. I would say that's going to
4 work. Thanks.

5 (Prolonged silence)

6 CONTROLLER: Southwest 3581, descend and
7 maintain 4,000.

8 PILOT: 4,000, Southwest 3581.

9 PILOT: Polaris 940, (inaudible).

10 CONTROLLER: Polaris 940, thank you. Direct
11 PCAC.

12 PILOT: PCAC, 940.

13 CONTROLLER: Southwest 3581, when able,
14 direct PCAC and advise please.

15 PILOT: Okay. When we can. Just a couple
16 of miles here, and we'll go to PCAC (inaudible).

17 CONTROLLER: Thank you.

18 PILOT: Southwest 3581, we're direct PCAC.

19 CONTROLLER: Thank you. Is there any precip
20 or anything in that build-up, or any lightening, or
21 anything like that?

22 PILOT: I didn't see any. It was just
23 blowing pretty good. It would have give us a quite a
24 bump.

25 CONTROLLER: Okay. No problem, just on the

1 buildup. Thank you.

2 PILOT: Right.

3 CONTROLLER: Polaris 940, contact Chicago
4 approach, 128.2.

5 PILOT: 128.2. Polaris 940. Thank you.

6 (Prolonged silence)

7 CONTROLLER: Southwest 3581, contact Chicago
8 approach, 128.2. You have a good day.

9 PILOT: 128.2, Southwest 3581.

10 PILOT: Chicago, good afternoon. Southwest
11 1626, two for three (phonetic).

12 CONTROLLER: Southwest 1626, Chicago
13 departure, you're radar contact. Maintain 3,000 for
14 now.

15 PILOT: Stay at three, Southwest 1626.

16 CONTROLLER: Southwest 1626, now climb and
17 maintain 6,000.

18 PILOT: 6,000, Southwest 1626.

19 CONTROLLER: Southwest 1626, climb and
20 maintain one, 2,000. Direct Comisky.

21 PILOT: 1,000 (phonetic) Comisky, Southwest
22 1626.

23 (Prolonged silence)

24 PILOT: Private approach, twin Comanche 7409
25 Yankee. Would you maintain 8,500?

1 CONTROLLER: Whoever's calling, ident.

2 PILOT: Twin Comanche 7409 Yankee with you,
3 maintaining 8,500.

4 CONTROLLER: Contact Chicago departure,
5 126.62. Maintain VFR outside the Bravo.

6 PILOT: 126.62?

7 CONTROLLER: Yes.

8 PILOT: Roger.

9 PILOT: Chicago approach, good morning.
10 (Inaudible) 421 Alpha Lima with you at 5,000. We have
11 information (inaudible).

12 CONTROLLER: Global, 421 Alpha Lima, sure.
13 Okay, go approach. Expect vectors on ave Zulu, 22
14 left. Thank you.

15 PILOT: Lima, to ave Zulu 22 left. We'll
16 expect the vectors (inaudible).

17 PILOT: Approach, Southwest 2322, 8.5,
18 descend at India 4. We have Zulu, going to try to get
19 the (inaudible).

20 CONTROLLER: Southwest 2322, Chicago
21 approach, I have Yankee 22 left. Alpha's current to
22 122009. Altimeter is 30. (Inaudible).

23 PILOT: Thank you. (Inaudible).

24 CONTROLLER: Southwest 2322, fly heading
25 070, expect direct PCAC, it's vector for a buildup.

1 The company (phonetic) went around.

2 PILOT: Heading 070, (inaudible).

3 CONTROLLER: Southwest 1626, contact Chicago
4 Center, 120.12, 2012. Actually, remain this frequency.
5 Good right up to 12. Southwest 1626, you still here?

6 PILOT: Yes, how you doing? I am, sir. Why
7 don't we check it (phonetic)?

8 CONTROLLER: Yes. Southwest 1626. Good
9 right up to 12. I got VFR traffic off your left side
10 at 10 o'clock and five miles, 10,500 indicated.

11 PILOT: Okay. I'll get right up. And we're
12 out of 11 now (inaudible).

13 CONTROLLER: Southwest 1626, thanks for
14 that. Contact Chicago Center, 120.12, 2012 now.

15 PILOT: 2012. Have a good day. Southwest
16 1626.

17 CONTROLLER: Yes. Southwest 2322, does that
18 70 look good for you?

19 PILOT: Yes, that's great. Thanks for the
20 heading.

21 CONTROLLER: Thanks.

22 PILOT: And Chicago, (inaudible) 613 with
23 the 10.5.

24 CONTROLLER: Whoever is calling at 10.5,
25 maintain VFR outside the Bravo. Chicago approach,

1 126.62.

2 One Alpha Lima, expect an east-bound turn
3 here shortly, reference Joliet VOR. I've just got to
4 get you in sequence with the Midway with somebody in
5 Southwest.

6 PILOT: Okay. We'll expect an east-bound
7 turn for 421 Alpha Lima. If we hit Joliet, you got a
8 heading for us?

9 CONTROLLER: 421 Alpha Lima, I would turn
10 right before that, before that area of buildup there.

11 PILOT: Okay. We see it. Alpha Lima out.

12 CONTROLLER: Thanks. Southwest 2322,
13 descend and maintain 4,000.

14 PILOT: 4,000, Southwest 2322.

15 (Prolonged silence)

16 PILOT: Southwest 3555, descending 9.5 to
17 6,000, descending via the India.

18 CONTROLLER: Southwest 3555, Chicago
19 approach on the Yankee, runway 22 left, thanks.

20 PILOT: Thank you, 22 left. Southwest 3555.

21 CONTROLLER: And report to one Alpha Lima,
22 turn left heading 100.

23 PILOT: 100 left heading, Alpha Lima.

24 CONTROLLER: Southwest 2322, good rate
25 (phonetic) down to 4 please.

1 PILOT: (Inaudible).

2 CONTROLLER: Number 2H (phonetic).

3 CONTROLLER: And did you -- on the review
4 (phonetic) program, you put on a code and put it on
5 there someplace.

6 CONTROLLER: I didn't put any code
7 (inaudible).

8 CONTROLLER: Okay. Because somebody came to
9 me and gave him a code. But I don't know who he is.

10 CONTROLLER: Okay. 101 (phonetic) Alpha
11 Lima, reduce speed to 230.

12 PILOT: 230 on the speed. Alpha Lima.

13 CONTROLLER: Southwest 2322, when able
14 direct, PCAC please.

15 PILOT: PCAC, Southwest 2322.

16 CONTROLLER: Thanks. Southwest 2322,
17 traffic 10 o'clock, five miles east-bound, a Global
18 Express, Level 5.

19 PILOT: Southwest 2322.

20 CONTROLLER: Global 1 Alpha Lima, traffic.
21 You're going to be in a (inaudible), let's call it 2
22 o'clock in, four miles northeast-bound at 4,000, 737.

23 PILOT: (Inaudible) Alpha Lima.

24 CONTROLLER: Thanks. Southwest 2322,
25 additional traffic, 11 o'clock in five miles, south-

1 bound, 2,700 in the (inaudible).

2 PILOT: Okay, thank you.

3 CONTROLLER: Chicago Center, Southwest 3555.
4 We may need deviations from our course.

5 PILOT: Southwest 3555, understood. Descend
6 and maintain at 4,000. Deviation left course approved.
7 When able, direct PCAC and advise please.

8 PILOT: Okay, 4,000, left of course, and
9 PCAC when able. Southwest 3555.

10 CONTROLLER: One Alpha Lima, reduce speed to
11 210.

12 PILOT: 210 on the speed. Alpha Lima.

13 CONTROLLER: Southwest 2322, they're
14 tracking your calls now. It's 12 o'clock in a mile,
15 south-bound 2,700 (inaudible).

16 PILOT: (Inaudible).

17 CONTROLLER: Roger. Southwest 2322, direct
18 Ming Now (phonetic), Ming Now, resume arrival there.

19 PILOT: Thanks. (Inaudible).

20 CONTROLLER: Southwest 2322, traffic's no
21 longer a factor. Thank you.

22 PILOT: Thank you.

23 CONTROLLER: Number 1 Alpha Lima, traffic no
24 factor. I will lower (phonetic) here shortly. Turn
25 left heading 360. I'll get you back in there.

1 PILOT: Okay, left hand turn, 360. Alpha
2 Lima.

3 PILOT: Chicago approach, (inaudible) 909.4,
4 descending India four And we have Alpha 22 left
5 transition.

6 CONTROLLER: Southwest 912, Chicago
7 approach, on Yankee runway 220. Thanks.

8 PILOT: I have 220, Southwest 912.

9 CONTROLLER: Number 1 Alpha Lima, descend
10 and maintain 4,000.

11 PILOT: Four thousand. Alpha Lima.

12 CONTROLLER: Number 1 Alpha Lima, do you
13 have the arrival on there that you can pick up the star
14 (phonetic) or no?

15 PILOT: I did the program in there. I will
16 know. We've got to come off of steer (phonetic) for
17 the approach.

18 CONTROLLER: Okay, Number 1 Alpha Lima, no
19 problem. I'll have a vector out there for that. Thank
20 you.

21 PILOT: Okay. If you need me to, let me
22 know.

23 CONTROLLER: No problem. Number 1 Alpha
24 Lima, now turn right heading 080.

25 PILOT: Heading 808. Alpha Lima.

1 CONTROLLER: Southwest 2322, contact
2 approach, 128.2.

3 PILOT: Thank you. 128.2. Have a good day.

4 CONTROLLER: Good day. Number 1 Alpha Lima,
5 thanks for the help today, reference that.

6 PILOT: No problem. Alpha Lima. Anything
7 you need.

8 CONTROLLER: Number 1 Alpha Lima, contact
9 approach, 128.2. Good day.

10 PILOT: 28.2, Alpha Lima. Take care, sir.

11 PILOT: (Inaudible) 4650 with you at 100
12 (inaudible).

13 CONTROLLER: SkyWest 4650, Chicago approach.
14 You have Alpha.

15 PILOT: We're looking it up now, Sky 4650.

16 CONTROLLER: My (inaudible) vectors are now
17 Zulu 22 left.

18 PILOT: I have Zulu 22 left vectors, Sky
19 4650.

20 CONTROLLER: Southwest 9012, descend and
21 maintain 5,000.

22 PILOT: Maintain 5,000, Southwest 912.

23 CONTROLLER: How's the reading up there for
24 you? Okay with that?

25 PILOT: I might need a little bit of lift

1 here to help us (inaudible).

2 CONTROLLER: Southwest 912, descend and
3 maintain 5,000, deviation left of course approved when
4 able. Proceed direct PCAC, advise.

5 PILOT: Okay. 5,000 (inaudible) and PCAC
6 when able. So (inaudible).

7 CONTROLLER: Southwest 3555, are you direct
8 PCAC now?

9 PILOT: Oh, we are direct. Southwest 3555.
10 (Prolonged silence)

11 CONTROLLER: Thanks. Southwest 912, you got
12 traffic 11 o'clock and, actually, 12 o'clock five
13 miles, maneuvering 3,300 indicated.

14 PILOT: Okay, Southwest 912.

15 PILOT: SkyWest 4650. Could we get a little
16 bit left due to weather?

17 CONTROLLER: Yes, SkyWest 4650, deviation
18 left of course approved. When able, direct PCAC and
19 advise please.

20 PILOT: Left of course and advise. When
21 able, direct PCAC. Sky 4650.

22 CONTROLLER: Southwest 3555, turn right
23 heading 090, vectors for traffic.

24 PILOT: Heading 090, Southwest 3555.

25 CONTROLLER: Southwest 3555, traffic 11

1 o'clock, 5 miles northwest-bound out of 4,000, a Cessna
2 206.

3 PILOT: (Inaudible), Southwest 3555.

4 CONTROLLER: Thanks. Southwest 3555, turn
5 between 070. Traffic no factor. Additional traffic
6 departing Midway, southeast-bound, climbing to three.

7 PILOT: Okay, 070 heading. Southwest 3555.

8 CONTROLLER: Southwest 912, descend and
9 maintain 4,000.

10 PILOT: Maintain 4,000, Southwest 912.

11 CONTROLLER: SkyWest 4650, descend and
12 maintain 5,000.

13 PILOT: 5,000. Sky 4650.

14 CONTROLLER: Question, Southwest 3535,
15 correction, 3555, contact approach, 128.2. Good day.

16 PILOT: 128.2. Good day, sir.

17 PILOT: (Inaudible) Bravo Echo, 6,000 with
18 permission, Alpha.

19 PILOT: (Inaudible).

20 CONTROLLER: -- Bravo Echo, Chicago
21 approach, on ave Zulu 22 left.

22 PILOT: (Inaudible).

23 CONTROLLER: Yes. (Inaudible).

24 PILOT: Thanks, (inaudible).

25 PILOT: Southwest 912, direct PCAC.

1 CONTROLLER: Thank you.

2 (Prolonged silence)

3 PILOT: Chicago approach, Bonanza 197
4 Quebec, descending to 4,000.

5 CONTROLLER: Bonanza 197 Quebec, Chicago
6 approach. Expect the visual there at the Lewis, direct
7 to the airport and then advise via the weather.

8 PILOT: We have weather at Lewis. 197
9 Quebec.

10 CONTROLLER: 197 Quebec, how about this.
11 Proceed direct Joliet, then if there're some buildups
12 just south of Lewis Airport, once we get past them,
13 we'll cut you in there.

14 PILOT: Will go direct Joliet. Appreciate
15 the help. 197 Quebec.

16 CONTROLLER: Southwest 4650, descend and
17 maintain 4,000.

18 PILOT: Four thousand, Southwest 4650.

19 CONTROLLER: Hawker (phonetic) 3 Bravo Echo,
20 deviation left of course is approved. When able,
21 direct PCAC and advise. There are some buildups.
22 People are moving about ten left for now.

23 PILOT: Roger. Left deviation approved and
24 when able direct PCAC, (inaudible).

25 CONTROLLER: PCAC? Three Bravo Echo, just

1 verify PCAC.

2 PILOT: And are you full for the R ave
3 (phonetic) Zulu, oh, PCAC (inaudible).

4 CONTROLLER: Yes. When able direct PCAC on
5 the arrivals for 3 Bravo Echo. Thank you.

6 PILOT: When able, direct PCAC. Three Bravo
7 Echo.

8 CONTROLLER: Southwest 912, contact approach
9 128.2.

10 PILOT: 128.2, Southwest 912. Thanks.

11 CONTROLLER: Number 3 Bravo Echo, you
12 descend and maintain 5,000.

13 PILOT: 5,000. Three Bravo Echo.

14 PILOT: Number 3250, (inaudible) PCAC. Out.

15 CONTROLLER: Thank you.

16 (Prolonged silence)

17 CONTROLLER: Number 3 Bravo Echo, now
18 descend and maintain 4,000.

19 PILOT: Four thousand, Three Bravo Echo.

20 CONTROLLER: SkyWest 4650, you contact
21 Chicago approach, 128.2. You have a good morning.

22 PILOT: 128.2. You do the same. Thank you,
23 Sky 4650.

24 CONTROLLER: Number 197 Quebec, descend and
25 maintain 3,000. Bonanza one niner seven Quebec,

1 descend and maintain 3,000. Bonanza one niner seven
2 Quebec, Chicago approach?

3 PILOT: (Inaudible) for 197 Quebec.

4 CONTROLLER: 197 Quebec, descend and
5 maintain 3,000.

6 PILOT: Descend to three, 197 Quebec.

7 CONTROLLER: 197 Quebec, turn right heading
8 030. That'll put you on the opposite end of the
9 weather. So we'll get closer to Lewis.

10 PILOT: 030, 197 Quebec.

11 CONTROLLER: Number 3 Bravo Echo, you got
12 PCAC?

13 PILOT: (Inaudible). Three Bravo Echo.

14 CONTROLLER: Roger that. Just let me know
15 when you do that. Thanks.

16 PILOT: I'll let you --- doing it right now
17 for PCAC. Three Bravo Echo.

18 CONTROLLER: Thanks. Number 3 Bravo Echo,
19 contact Chicago approach, 128.2. Good day.

20 PILOT: 128.2. Three Bravo Echo. Have a
21 good day.

22 CONTROLLER: Roger. Number one niner seven
23 Quebec, descend and maintain 2,500.

24 PILOT: 2,500. 197 Quebec.

25 (Prolonged silence)

1 CONTROLLER: 197 Quebec, let me know when
2 you do get Lewis in sight, if you do by chance. It'd
3 be at your 1 o'clock in 1.0 miles.

4 PILOT: We'll let you know. Are we clear
5 direct then? You had us on 030?

6 CONTROLLER: 197 Quebec, just keep running
7 030. That'd keep you left of that buildup. And then
8 I'll direct here in about just about seven miles.

9 PILOT: Okay. I'll be looking out the right
10 side for Lewis, 030 for now. 197 Quebec.

11 CONTROLLER: Unless you want to go direct,
12 197 Quebec. It's up to you, sir.

13 PILOT: I believe you. We'll stay on 030.

14 CONTROLLER: Thanks.

15 (Prolonged silence)

16 CONTROLLER: Number 197 Quebec, proceed
17 direct to Lewis. That airport will be at 12 o'clock,
18 seven miles.

19 PILOT: Direct Lewis, 197 Quebec. I believe
20 we have it in sight.

21 CONTROLLER: You have it in sight, 197
22 Quebec?

23 PILOT: I believe it's all in sight.

24 CONTROLLER: All right. I mean, okay, Roger
25 that. You're cleared, visual approach to Lewis

1 Airport. The only traffic I show between you and Lewis
2 is 1,400 indicated. It appears he's inbound or in the
3 panel (phonetic).

4 PILOT: Okay. Cleared for the visual. And
5 we'll stay with you for now. 197 Quebec.

6 CONTROLLER: 197 Quebec, report your
7 cancellation IFR in the air this frequency. On the
8 ground through flight service, change airport advisory.
9 Frequency is approved.

10 PILOT: Okay. 197 Quebec will cancel at
11 this time.

12 CONTROLLER: 197 Quebec, cancellation. IFR
13 received (inaudible). You have a good morning, sir.

14 PILOT: Thank you very much.

15 (Prolonged silence)

16 CONTROLLER: Hawker 437 Juliett Delta,
17 Chicago? Streeter (phonetic), Sector 2, can you try
18 Number 437 Juliett Delta again please?

19 CONTROLLER: Here he comes.

20 CONTROLLER: Thank you very much.

21 CONTROLLER: Citation 725, Echo Lima five
22 niner (phonetic) six. 250's (phonetic) not in.

23 CONTROLLER: Citation 725, Echo Lima,
24 Chicago departure out of contact. Climb and maintain
25 one two thousand, 12,000.

1 PILOT: One two, 12,000. Five Echo Lima
2 (phonetic).

3 CONTROLLER: Protracker (phonetic) 437
4 Juliett Delta is descending on the -- and before we
5 have Alpha.

6 CONTROLLER: Hawker, 437 Juliett Delta,
7 Chicago approach. It's going to be on ave Zulu 22
8 left. Descend and maintain 4,000.

9 PILOT: 22 left down to 4,000. Seven
10 Juliett Delta.

11 CONTROLLER: Number 5 Echo Lima, clear
12 direct Comiskey. Maintain 2,000 and after (phonetic)
13 advise please.

14 PILOT: Direct Comisky, 2,000. Five Echo
15 Lima.

16 (Prolonged silence)

17 PILOT: First, confirm those down to 4,000
18 for 437 Juliett Delta.

19 CONTROLLER: 437 Juliett Delta, affirmative.
20 Maintain 4,000 please.

21 PILOT: Roger that. We'll maintain four.
22 Seven Juliett Delta.

23 CONTROLLER: Seven Juliett Delta, how does
24 the routing up there (phonetic)? Some weather off to
25 your right side. Is it spreading (phonetic) okay?

1 PILOT: Yes. I think we're going to be
2 clear of that.

3 CONTROLLER: Okay. Number 5 Echo Lima,
4 contact Chicago Center on 120.12, 2012. Good day.

5 PILOT: 2012. Good day, Chicago Center.

6 PILOT: Southwest 3348, down about 1,800,
7 climbing via the Midway.

8 CONTROLLER: Southwest 3348, Chicago
9 departure radar contact. Climb and maintain one two
10 thousand.

11 PILOT: 12 thousand, Southwest 3348.

12 PILOT: Chicago approach, Southwest 1706,
13 7,000 with information Alpha.

14 CONTROLLER: Southwest 1706, Chicago
15 approach. Runway 22 left on ave Yankee. Thank you.

16 PILOT: 22 left, Southwest 1706.

17 CONTROLLER: Southwest 3348, plotting 210
18 radar vectors for some weather.

19 PILOT: 210 heading, Southwest 3348.

20 CONTROLLER: Southwest 1706, descend and
21 maintain 5,000.

22 PILOT: Descending to 5,000. Southwest
23 1706.

24 CONTROLLER: November 437 Juliett Delta,
25 contact Chicago approach, 128.2.

1 PILOT: 28.2. Seven Juliett Delta.

2 CONTROLLER: Southwest 3348, can you tell
3 what the weather looks like about your 1 o'clock in
4 about 15 miles or right over the Akita (phonetic)
5 track? You see anything out there?

6 PILOT: Yes, just prior to Akita, it doesn't
7 look very pleasant. That's got a pretty good gradient
8 on it.

9 CONTROLLER: Okay. Thank you. That's radar
10 vectors at 210 keep you clear of it?

11 PILOT: Yes. It looks perfect?

12 CONTROLLER: Thanks. (Inaudible) 765
13 (inaudible).

14 PILOT: (Inaudible).

15 CONTROLLER: Southwest 3348, (inaudible)
16 reference the weather.

17 PILOT: Approved.

18 CONTROLLER: Thank you very much. Good day.
19 Southwest 1706, descend and maintain 4,000.

20 PILOT: 4,000. Southwest 1706.

21 CONTROLLER: Southwest 20, correction,
22 Southwest 3348, contact Chicago Center, 120.12, 2012.
23 Good day.

24 PILOT: 2012. Thanks. Southwest 3348.

25 (Prolonged silence)

1 CONTROLLER: Southwest 1706, contact Chicago
2 approach, 128.2. Good day.

3 PILOT: 128.2 for Chicago. Southwest 1706.
4 Good day.

5 (Prolonged silence)

6 CONTROLLER: Sector 2.

7 CONTROLLER: South departure 510, Southwest
8 of (inaudible) 2507. Eventually it'll be 8,000 over
9 Roberts, once it gets west of the weather.

10 CONTROLLER: Yes, (inaudible). No one
11 wanted to go through that, just for your information.
12 (Inaudible).

13 CONTROLLER: Okay, thank you.

14 (Prolonged silence)

15 PILOT: Southwest 1020, 7,000 (inaudible).

16 CONTROLLER: Southwest 1020, Chicago
17 approach. Good afternoon. On Yankee Runway 22 left.

18 PILOT: Runway Yankee, 22 left. Southwest
19 1020.

20 CONTROLLER: Southwest 1020, descend and
21 maintain 4,000.

22 PILOT: Descending to 4,000. Southwest
23 1020.

24 MR. BURLESON: This is the end of the 1P
25 position copy concerning the NTSB Request 16-251,

1 reference the aircraft accident involving November 7409
2 Yankee.

3 (Whereupon, the above-entitled matter went
4 off the record at 11:18 a.m.)

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

NEAL R. GROSS



C E R T I F I C A T E

MATTER: Accident of Piper PA-30 N7409Y
Near Plainfield, IL, July 21, 2016
Accident No. CEN16FA276
Position 1P from 1535 UTC to 1640 UTC

DATE: 07-21-16

I hereby certify that the attached transcription of page 1 to 33 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.



NEAL R. GROSS

