



Federal Aviation Administration

Memorandum

Date: December 10, 2012

To: Aircraft Accident File Y90-TRACON-0016

From: Yankee Terminal Radar Approach Control Facility

Subject: INFORMATION: Full Transcript
Aircraft Accident, N8826J
Canton, CT, November 19, 2012

This transcription covers the Yankee Terminal Radar Approach Control Facility (TRACON) WD AP position for the time period from November 19, 2012, 2303 UTC, to November 19, 2012, 2323 UTC.

Agencies Making Transmissions

BE35, N1553Z
Yankee Tracon West Departure
PA32, N97219
Boston ARTCC
P28A, N8826J
UNITED PARCEL SERVICE COMPANY,
(LOUISVILLE, KY), UPS2190
PA32, N4114W
MO20, N1BS

Abbreviations

N1553Z
WD-AP
N97219
ZBW
N8826J

UPS2190
N4114W
N1BS

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N8826J.

Denise A Reardon
Support Specialist
Bradley ATCT

2303
(2304-2307)
2308

2308:03 N1553Z boston good evening bonanza one five five three zulu ten thousand

2308:09 WD-AP november one five five three zulu bradley approach
bradley altimeter three zero three five

2308:14 N1553Z thank you

2308:29 N97219 bradley approach saratoga niner seven two one niner six thousand five hundred

2308:35 WD-AP november niner seven two one niner bradley approach
bradley altimeter three zero three five say destination

2308:43 N97219 three zero three five destination is j s t johnstown
pennsylvania

2308:52 WD-AP november two one niner roger
2309

2309:54 ZBW bradley worcester providence point out

2309:58 WD-AP bradley

2310:00 ZBW hi point out just southeast of putnam code seven three
one six out of seventy eight hundred climbing to the
center is a uh georgian seventy four thirteen

2310:06 WD-AP point out approved s w

2310:08 ZBW thank you n j

2310:49 N8826J good evening bradley approach this is november eight
eight two six juliett

2310:55 WD-AP november eight eight two six juliett bradley approach go
ahead

2310:59 N8826J uh two six juliett we're a cherokee one eighty we're
with you at two thousand five hundred uh we're inbound
to land simsbury

2311:16 WD-AP november two six juliett ident

2311:20 N8826J two six juliett we're identifying

2311:48 WD-AP november two six juliett roger squawk five two zero two
maintain v f r

2311:54 N8826J uh what was that number again ma'am

Y90-TRACON-0016
N8826J

Page 3 of 5

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2311:56 WD-AP five two zero two

2312:00 N8826J thank you

2312:36 UPS2190 approach good evening u p s twenty one ninety heavy
descending out of thirteen six for one one thousand golf

2312:42 WD-AP u p s twenty one ninety heavy bradley approach bradley
altimeter three zero three five expect visual approach
to runway six

2312:50 UPS2190 thirty thirty five for runway six u p s twenty one
ninety thanks

2312:58 WD-AP november two six juliett radar connect three zero miles
west of bradley airport bradley altimeter three zero
three five

2313:05 N8826J three zero three five thank you two six juliet

2313:17 WD-AP november four one one four whiskey contact alban
y approach one three two point eight two

2313:22 N4114W three two eight two one four whiskey

2313:43 WD-AP november two six juliett contact bradley approach one
two three point niner five

2313:48 N8826J one two three nine five thank you
2314

2314:40 WD-AP november one bravo sierra traffic two o'clock five miles
a westbound at six thousand five hundred a single engine

2314:45 N1BS one bravo sierra five point five descending in sight

2314:50 WD-AP november one bravo sierra roger

2314:56 WD-AP november two one niner traffic twelve to one o'clock
five miles north eastbound five thousand five hundred
descending a mooney

2315:00 N97219 two one niner looking

2315:03 WD-AP u p s twenty one ninety heavy fly heading one six zero
vectors to final approach course descend and maintain
five thousand

2315:09 UPS2190 heading uh one six zero descending to five thousand u p
s twenty one ninety heavy

2315:19 WD-AP november one bravo sierra contact boston center one two
three point seven five

2315:24 N1BS twenty three seventy five center one bravo sierra

2315:29 N97219 two one niner has the traffic

2315:30 WD-AP november two one niner roger

2315:57 WD-AP u p s twenty one ninety heavy turn left heading one four
zero

2316:01 UPS2190 left to one four zero u p s twenty one ninety

2316:28 WD-AP u p s twenty one ninety heavy contact bradley approach
one two three point niner five

2316:33 UPS2190 twenty three ninety five u p s twenty one ninety
2317

2317:06 WD-AP november one five five three zulu contact boston center
one two three point seven five

2317:12 N1553Z two three seven five five three zulu good night

2317:25 WD-AP november niner seven two one niner change to my
frequency one two five point three five

2317:30 N97219 twenty five thirty five here i come

2317:39 N97219 niner seven two one niner up on twenty five thirty five

Y90-TRACON-0016
N8826J

Page 5 of 5

2317:41 WD-AP november two one niner roger
2318
(2319-2322)
2323

End of Transcript



Federal Aviation Administration

Memorandum

Date: December 10, 2012

To: Aircraft Accident File Y90-TRACON-0016

From: Yankee Terminal Radar Approach Control Facility

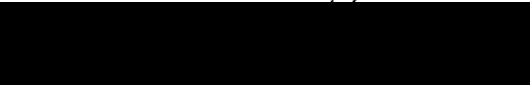
Subject: INFORMATION: Full Transcript
Aircraft Accident, N8826J
Canton, CT, November 19, 2012

This transcription covers the Yankee Terminal Radar Approach Control Facility (TRACON) BR AP position for the time period from November 19, 2012, 2305 UTC, to November 19, 2012, 2339 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Yankee Tracon Bristol Radar	BR-AP
LJ60, N3LJ	N3LJ
PA34, N941	N941
AMERICA WEST AIRLINES (TEMPE, AZ), AWE1702	AWE1702
P28A, N8826J	N8826J
Republic Airlines, Inc, (Indianapolis, IN), RPA	RPA3251
UNITED PARCEL SERVICE COMPANY, (LOUISVILLE, KY), UPS2190	UPS2190
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA532	SWA532
COMMUTAIR (PLATTSBURGH, NY), UCA845	UCA845
HYANNIS AIR SERVICE, INC. D/B/A CAPE AIR (HYANNIS, MA), KAP45	KAP45
CHAUTAUQUA AIRLINES (JAMESTOWN, NY), CHQ3048	CHQ3048
MO20, N201SL	N201SL

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N8826J.

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Denise A Reardon
Support Specialist
Bradley ATCT

2305
(2306-2309)
2310

2310:26 BR-AP november three lima juliett contact tower one two zero point three

2310:31 N3LJ twenty point three three lima juliett good night
2311

2311:21 BR-AP november niner four one contact new york approach one two four point zero seven good day

2311:26 N941 new york one two four zero seven november niner four one thanks

2311:54 AWE1702 evening approach cactus seventeen oh two twelve and a half for eleven with george

2311:59 BR-AP cactus seventeen zero two bradley approach bradley altimeter three zero three five expect vectors visual approach runway six

2312:05 AWE1702 thirty thirty five for runway six seventeen oh two

2312:08 BR-AP cactus seventeen oh two depart madison direct penna

2312:12 AWE1702 okay madison to penna seventeen oh two
2313

2313:40 BR-AP cactus seventeen zero two descend and maintain one zero thousand

2313:42 AWE1702 down to ten cactus seventeen oh two
2314

2314:03 N8826J uh good evening bradley approach it's november eight eight two six juliett with you at two thousand five

2314:08 BR-AP november eight eight two six juliett bradley approach bradley altimeter three zero three five report simsbury in sight

2314:15 N8826J yes sure will thank you
2315

2315:14 BR-AP cactus seventeen zero two descend and maintain four thousand keep your speed up you're number one

2315:19 AWE1702 okay down to four thousand cactus seventeen oh two

2315:47 RPA3251 good evening brickyard thirty two fifty one is two
climbing four heading one zero zero

2315:52 BR-AP brickyard thirty two fifty one bradley departure radar
contact climb and maintain one zero thousand turn right
proceed direct thumb

2316:00 RPA3251 right turn thumb one zero ten thousand brickyard thirty
two fifty one

2316:45 UPS2190 approach u p s twenty one ninety heavy descending out of
eight thousand for five thousand

2316:48 BR-AP u p s twenty one ninety heavy bradley approach bradley
altimeter three zero three five say heading assigned

2316:54 UPS2190 oh i'm sorry heading of one four zero for twenty one
ninety

2316:56 BR-AP roger thanks
2317

2317:14 BR-AP brickyard thirty two fifty one contact boston center one
three three point four two

2317:17 RPA3251 thirty three forty two thirty two fifty one enjoy your
night bye bye

2317:21 BR-AP you too
2318

2318:30 BR-AP cactus seventeen zero two turn right heading zero two
zero descend and maintain two thousand five hundred

2318:36 AWE1702 oh two oh two point five for cactus seventeen oh two

2318:40 BR-AP u p s twenty one ninety descend and maintain four
thousand fly heading one eight zero

2318:43 UPS2190 four thousand heading one eight zero u p s twenty one
ninety
2319

2319:17 BR-AP november two six juliett for traffic maintain v f r at
or below three thousand

2319:21 N8826J uh yes sir we'll do two thousand five

2319:25 BR-AP roger

2319:27 BR-AP cactus seventeen zero two airport one o'clock one three
miles

2319:32 AWE1702 in sight seventeen oh two

2319:35 BR-AP cactus seventeen zero two cleared visual approach runway
six contact tower one two zero point three

2319:38 AWE1702 visually to six twenty point three take care

2319:44 SWA532 approach southwest five thirty two twelve to one one
thousand uh golf

2319:49 BR-AP southwest five thirty two bradley approach bradley
altimeter three zero three five expect vectors visual
approach runway six

2319:56 SWA532 six
2320

2320:13 BR-AP u p s twenty one ninety what's your airspeed

2320:14 UPS2190 ah two hundred knots u p s twenty one ninety

2320:15 BR-AP u p s twenty one ninety roger turn uh left heading one
six zero

2320:19 UPS2190 left to one six zero u p s twenty one ninety

2320:26 UCA845 approach commutair eight forty five nine thousand golf

2320:29 BR-AP commutair eight forty five bradley approach bradley
altimeter three zero three five expect straight in
runway six visual approach

2320:34 UCA845 straight in six with a visual commutair eight forty five

2320:37 BR-AP southwest five thirty two descend and maintain one zero thousand

2320:40 SWA532 one zero thousand southwest five thirty two

2320:43 KAP45 bradley cair forty five seven thousand

2320:46 BR-AP cair forty five bradley approach bradley altimeter three zero three five

2320:48 KAP45 three five

2320:50 BR-AP u p s twenty one ninety traffic is ah one o'clock and four miles northeast bound v f r my control two thousand five hundred lower once you clear traffic

2320:58 UPS2190 uh we're looking u p s twenty one ninety

2321:07 BR-AP southwest five thirty two descend and maintain five thousand

2321:10 SWA532 five thousand southwest five thirty two

2321:13 UPS2190 traffic in sight u p s twenty one ninety

2321:15 BR-AP u p s twenty one ninety roger with the wake turbulence uh expect lower in about (unintelligible)

2321:19 UPS2190 twenty one ninety roger

2321:50 BR-AP u p s twenty one ninety descend and maintain two thousand five hundred turn left heading zero niner zero intercept the localizer report the field in sight

2321:57 UPS2190 okay down to two thousand five hundred heading of uh zero nine zero and uh we've got the airport in sight u p s twenty one ninety

2322:05 BR-AP u p s twenty one ninety heavy cleared visual approach

runway six

2322:10 UPS2190 cleared visual runway six u p s twenty one ninety

2322:33 BR-AP november two six juliett previous ah heavy traffic no factor

2322:37 N8826J thank you two six juliett

2322:42 BR-AP commutair eight forty five descend and maintain four thousand keep your speed up on the descent

2322:45 UCA845 down to four thousand we'll keep the speed up commutair eight forty five

2323 2323:20 BR-AP u p s twenty one ninety heavy contact tower one two zero point three

2323:26 UPS2190 one two zero point three u p s twenty one ninety

2323:33 BR-AP november two six juliett radar contact lost uh say intentions

2323:43 BR-AP november eight eight two six juliett bradley approach you read bradley

2323:54 BR-AP commutair eight forty five alpha lost radio communications and radar contact with an aircraft do you hear a november two six juliett responding on this frequency

2324:02 UCA845 negative we do not would you like us to try transmitting for you

2324:06 BR-AP uh yeah if you would the call sign november two six juliett uh you can just tell him radar services are terminated and uh squawk one two zero zero

2324:15 UCA845 okay two six juliett we'll give it a shot november two six juliet this is commutair eight forty five transmitting for bradley approach if you hear this ah squawk v f r one two zero zero your ah radar service has been lost

2324:35 UCA845 uh we got no reply to that either

2324:39 BR-AP commutair eight forty five alpha roger thanks

2324:41 BR-AP southwest five thirty two you're following traffic at your twelve o'clock six miles northeast bound six thousand descending to four thousand a dash eight charlie

2324:50 SWA532 southwest five thirty two we have him in sight

2324:52 BR-AP southwest five thirty two follow the dash eight cleared visual approach runway six

2324:56 SWA532 follow the dash eight and cleared the visual six southwest five thirty two

2324:59 BR-AP commutair eight forty five alpha the airport is twelve o'clock and two zero miles report the field in sight

2325:03 UCA845 in sight commutair eight forty five

2325:05 BR-AP commutair eight forty five maintain one seven zero knots or better till a five mile final cleared visual approach runway six

2325:10 UCA845 all right we'll keep the speed up and cleared visual six
2326 commutair eight forty five

2326:25 BR-AP november eight eight two six juliett bradley approach you read bradley

2326:44 BR-AP november eight eight two six juliett bradley approach on guard frequency one two one point five if you read bradley approach come up my frequency one two three point niner five november eight eight two six juliett

2327:55 BR-AP commutair eight forty five alpha contact tower one two zero point three

2327:59 UCA845 one two zero point three commutair eight forty five good night

2328:34 BR-AP cair forty five contact approach one two five point three five

2328:39 KAP45 twenty five thirty five cair forty five

2328:54 BR-AP november eight eight two six juliett bradley approach
2329

2329:03 CHQ3048 good evening approach chautauqua thirty forty eight is one four thousand crossing madison at one one eleven thousand with information golf

2329:10 BR-AP chautauqua thirty forty eight bradley approach bradley altimeter three zero three five expect vectors visual approach runway six

2329:15 CHQ3048 okay runway six chautauqua uh thirty forty eight

2329:44 BR-AP southwest five thirty two contact tower one two zero point three

2329:47 SWA532 two zero point three southwest five thirty two we'll see
ya
2330

2330:49 BR-AP chautauqua thirty forty eight descend and maintain one zero thousand

2330:52 CHQ3048 (unintelligible) ten thousand chautauqua thirty forty eight
2331

2331:46 BR-AP chautauqua thirty forty eight fly heading three six zero descend and maintain four thousand

2331:49 CHQ3048 all right three six zero down to four thousand
chautauqua thirty forty eight
2332
2333

2333:04 N201SL bradley good evening mooney two zero one sierra lima one thousand one hundred feet

2333:08 BR-AP november two zero one sierra lima bradley departure radar contact bradley altimeter three zero three five say altitude leaving altitude climbing to

Y90-TRACON-0016
N8826J

Page 9 of 9

2333:15 N201SL three zero three five one thousand two hundred feet
climbing six thousand five hundred feet one sierra lima

2333:22 BR-AP roger

2333:24 BR-AP here we go all right um special is november eight eight
two six lima was a v f r north of the final approach
course going to simsbury he coasted out never cancelled
i asked him to report the field matts checking into it
for us two six juliett um so i would just leave that tag
there for a little while you heard him check in v f r
climbing to sixty five chautauqua three sixty down to
four that's it a n

2334
(2335-2338)
2339

End of Transcript