



MIDWEST
AIR TRAFFIC CONTROL

Memorandum

Date: February 14, 2014

To: Aircraft Accident File: DXR-FCT-0004

From: Danbury Municipal Airport FAA Contract Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident; N9409J
Danbury, CT, January 4, 2014

This transcription covers the Danbury Municipal Airport FAA Contract Tower (FCT) Local Control position for the time period from January 4, 2014, 1808 UTC, to January 4, 2014, 1933 UTC.

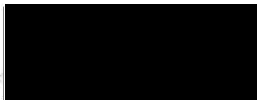
Agencies making transmission

PA28, N9409J
Danbury Municipal Airport FCT, Local Control
Business Aircraft Center Tug

Abbreviations

N9409J
LC
BAC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N9409J.



Daniel May
Air Traffic Manager
Danbury Municipal Airport FCT

1808
(1809-1812)

1813
1813:28 N9409J danbury ground cherokee nine four zero nine juliet at b a c with
tango ready to taxi

1813:33 LC cherokee nine four zero nine juliet danbury ground taxi to runway
two six via alpha cross one seven what's your direction of flight

1813:39	N9409J	probably about directly westbound towards the corridor
1813:42	LC	roger
1814		
(1815-1827)		
1828		
1828:32	N9409J	danbury ground zero nine juliet we're just waiting for (unintelligible)
1828:40	LC	zero nine juliet what's the deal
1828:42	N9409J	uh we're ready for b a c i'd like to check something and uh couldn't restart so i called b a c
1829		
(1830-1835)		
1836		
1836:28	LC	cherokee zero nine juliet are you still up on freq
1836:38	LC	cherokee zero nine juliet danbury tower you still on our frequency
1836:43	N9409J	yes i have my handheld b a c they want to pull me back then they're gonna start me
1836:47	LC	yep you got it and uh he just called up and said they're gonna tow you back
1836:51	N9409J	roger
1837		
1838		
1838:05	BAC	ground b a c tug
1838:08	LC	b a c tug from b a c proceed to uh city run up via alpha cross one seven
1838:13	BAC	via alpha crossing one seven
1839		

(1840-1841)

1842

1842:33 BAC ground b a c tug

1842:38 LC calling ground go ahead

1842:40 BAC uh b a c tug at city run up like to uh proceed to b a c

1842:46 LC b a c tug proceed as requested cross one seven on alpha

1842:50 BAC crossing one seven on alpha

1843

(1844-1915)

1916

1916:51 N9409J danbury ground cherokee nine four zero nine juliet at b a c um
with uh tango ready to taxi1916:58 LC nine four zero nine juliet taxi to runway two six via alpha cross
runway one seven give way to that cherokee on alpha

1917

1917:03 N9409J i'm giving way to that cherokee zero nine juliet

1918

(1919-1923)

1924

1924:38 N9409J danbury tower cherokee uh nine four zero nine juliet holding short
of two six uh we'd like to go uh straight out and then to transition
to one thirty six point four1924:55 LC cherokee zero nine juliet danbury tower cleared for takeoff runway
two six traffic on a three mile right base is a uh cherokee and what
what do you want to do after departure

1925

1925:03 N9409J go to new york approach i think it's one twenty six point four
correct

1925:05 LC affirm

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1925:07	N9409J	roger
1925:09	N9409J	looking for traffic on the way out
1926		
1927		
1927:49	LC	cherokee zero nine juliet what was your direction of flight again
1927:52	N9409J	we're gonna traverse the corridor uh west southwest
1927:58	LC	roger that traffic just gonna be turning onto final about ten miles out uh is a cherokee inbound on straight in for eight
1928		
1928:08	N9409J	looking for cherokee straight in for eight zero nine juliet
1929		
(1930-1933)		
1934		

End of Transcript



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 16, 2014

REPORT NO.

LGA-ATCT-0018

NAME OF REPORTING FACILITY

New York TRACON (N90)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 04, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1930 N9409J reports on New York TRACON, LaGuardia Area, HAARP Position (L110) at 2,000 feet, approximately 3 miles east of Danbury. L110 advises aircraft calling New York to change to frequency 120.8. N9409J acknowledges.
- 1931 N9409J contacts L110 requesting clearance into Class B airspace. L110 instructs N9409J to squawk 0204 and radar identify. N9409J acknowledges.
- 1932 L110 radar identifies N9409J and issues the Westchester (HPN) altimeter setting. N9409J acknowledges. L110 instructs N9409J to remain outside of the HPN Class D airspace. N9409J acknowledges.
- 1933 L110 clears N9409J into the Class B airspace at 3,500 feet and instructs N9409J to proceed to the Tapan Zee Bridge then follow the Hudson River southbound.
- 1934 N9409J acknowledges.
- 1940 L110 instructs N9409J to fly a 320 degree heading for vectors around traffic. N9409J acknowledges.
- 1941 N9409J reiterates the request to fly down the Hudson River. L110 repeats instructions to proceed to Tapan Zee Bridge and explains the turn was to vector N9409J around IFR traffic. N9409J acknowledges.
- 1946 L110 instructs N9409J to descend below the floor of the Class B airspace and follow the Hudson southbound. N9409J asks to verify the altitude and L110 advises below 1,400 feet. N9409J acknowledges.
- 1947 N9409J asks if it is possible to remain at 1,500 feet. L110 clears N9409J into Class B airspace at 1,500 feet. N9409J acknowledges.
- 1950 N9409J asks for the local altimeter setting. L110 advises the LaGuardia (LGA) altimeter is 3039. N9409J acknowledges.
- 1956 L110 instructs N9409J to contact LGA on frequency 126.05. N9409J acknowledges.
- 2020 L110 broadcasts in the blind for N9409J with no reply.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 14, 2014

REPORT NO.

LGA-ATCT-0018

NAME OF REPORTING FACILITY

Newark ATCT (EWR)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 04, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2003 Newark Tower accepted an automated handoff from LaGuardia Tower of N9409J, P28A, one mile north of the Lincoln Tunnel southbound on the Hudson River at 2,000 feet. N9409J contacted Newark Tower on frequency 127.85, and requested to circle the Statue of Liberty, followed by radar service back to Danbury Municipal Airport.
- 2006 The Newark Tower Class Bravo Controller approved the request from N9409J, and instructed N9409J to report departing the Statue of Liberty northbound.
- 2010 N9409J reported departing the Statue of Liberty.
- 2013 LaGuardia Tower accepted an automated handoff from Newark Tower of N9409J, one mile south of the Lincoln Tunnel northbound on the Hudson River at 2,000 feet. The Newark Tower Class Bravo Controller instructed N9409J to contact LaGuardia Tower on frequency 126.05.

No More Follows



Federal Aviation Administration

Memorandum

Date: January 23, 2014

To: Aircraft Accident File LGA-ATCT-0018

From: LaGuardia Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N9409J
Bronx, NY, January 04, 2014

This transcription covers the LaGuardia Airport Traffic Control Tower (ATCT) SOUTH AC position for the time period from January 04, 2014, 1952 UTC, to January 04, 2014, 2040 UTC.

Agencies Making Transmissions	Abbreviations
PA28, N9409J	N09J
LaGuardia ATCT - Class Bravo Airspace position (LGA)	LGA
Newark ATCT - Class Bravo Airspace position (EWR)	EWR
New York City Police Aviation Unit (PD14)	PD14
Unknown	UNK

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N9409J.

[REDACTED]

Daniel Lai
Support Specialist
LaGuardia ATCT

1952
(1953-1956)
1957

1957:09 N09J laguardia tower cherokee nine four zero nine juliett

1957:13 LGA nine four nine ah nine four zero nine juliett laguardia
tower what can i do for you

1957:18 N09J we're inbound in the corridor and we just ah hand off by
new york approach at fifteen hundred

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N9409J

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1957:22	LGA	yeah what is your destination you turning around at statue or what
1957:26	N09J	ah yeah we want to go around the statue about two times and then head back up the corridor
1957:30	LGA	very good zero nine juliett proceed as request altimeter three zero three right i will have higher for you shortly it'll be two thousand
1957:38	N09J	zero nine juliett
1958		
1959		
1959:50	LGA	alright and zero nine juliett climb to two thousand for me
1959:54	N09J	climbing to two thousand zero nine juliett
2000		
(2001-2002)		
2003		
2003:37	LGA	november niner zero niner juliett you can contact new ah newark tower twenty seven point eighty five
2003:43	N09J	twenty seven point eighty five zero nine juliett
2004		
(2005-2012)		
2013		
2013:25	EWR	how about the cherokee at two thousand for you okay
2013:37	N09J	laguardia tower cherokee nine four zero nine juliett at two thousand heading up on the river northbound
2013:43	LGA	cherokee nine four zero nine juliett laguardia proceed ah hudson river northbound maintain two thousand altimeter three zero two niner
2013:48	N09J	three zero two niner at two thousand zero nine juliett
2014		
(2015-2016)		
2017		
2017:46	N09J	tower tower zero nine juliett we are losing engine power

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2017:50	LGA	zero nine juliett roger ah are you declaring emergency
2017:53	N09J	emergency zero nine juliett
2017:54	LGA	nine juliett roger would you like to land laguardia inbound
2017:57	N09J	can we make it
2017:59	LGA	ah you are at fifteen you can make a right turn to a one thirty heading vector inbound visual approach runway two two
2018:10	N09J	which which way vector one two
2018:13	LGA	right turn ah one thirty heading and ah just wrap around to a two twenty heading once when you get the field in sight
2018:24	LGA	nine juliett have you out at twelve hundred
2018:26	N09J	where should i be
2018:28	LGA	ah you can maintain whatever you can if you are losing power
2018:32	N09J	ah where should i land
2018:34	LGA	inbound runway two two you are clear to land runway two two you can stay on my frequency
2018:38	N09J	i don't i don't see i don't see anything which direction am i heading
2018:42	LGA	you are currently on a ah about on a one i am sorry about on a seventy heading just keep it on a right turn

2018:49	N09J	right turn i am i am on less than a thousand feet
2018:52	LGA	yes i see it nine hundred you are about five and a half north of laguardia north
2018:57 2019	N09J	where do i touch down
2019:02	PD14	laguardia p d fourteen
2019:03	LGA	p d fourteen
2019:04	N09J	if i don't make it where should i touch down zero nine juliett
2019:06	LGA	zero niner juliett ah i am not sure where you should touch down if you are not going to make it right now you are over the bronx ah ah harlem river ah major deegan that would be populate i don't know where really you should be put it down there van cortlandt park just off your left hand side there is actually a parade ground at van cortlandt park just off your left if you need to put it down there
2019:39	PD14	laguardia p d fourteen priority
2019:40	LGA	p d fourteen you heading toward van cortlandt
2019:43	PD14	affirm sir
2019:44	LGA	p d fourteen expediate head toward van cortlandt at or below fifteen proceed direct
2019:48	PD14	proceed direct expediate at or below fifteen p d fourteen
2019:53 2020	LGA	nine juliett ah lost you there you still with me
2020:55	PD14	laguardia p d fourteen just south of the uh tower transition to van cortlandt

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N9409J

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2020:59	LGA	p d fourteen proceed direct and uh just advise when you are on station
2021:03	PD14	roger just what kind of aircraft is that a fixed wing
2021:05	LGA	you know ah he is gone i think is a p a thirty two now he is gone uh not on top of my head
2021:12	PD14	copy that
2021:23	PD14	p d fourteen
2021:24	LGA	p d fourteen
2021:26	PD14	be advised the aircraft ah we are hearing is down on the deegan expressway will uh advise when we get on scene
2021:46	LGA	p d fourteen just uh let me know what you need you can go right there
2021:50	PD14	copy that
2021:52	LGA	i'll advise the truck they are sending the emergency crew there now
2021:56 2022	PD14	roger thanks
2022:47	LGA	newark laguardia
2022:49	EWR	what's up
2022:50	LGA	hey do you happen to remember the call sign that uh the fixed wing that you hand me off a little while ago
2022:55	EWR	seven seven ah romeo hotel

2022:57 LGA ah no just before him

2022:59 EWR zero nine juliett i think it was

2023:01 LGA yeah zero nine juliett he was p a thirty two right

2023:03 EWR he was twenty eight cherokee

2023:05 LGA twenty eight he is actually cherokee ah thank you

2023:24 LGA p d fourteen radar contact lost
2024
2025

2025:01 UNK do you know what type of aircraft that was laguardia

2025:04 LGA say again

2025:06 UNK do you know what type of uh aircraft *they're looking for

2025:08 LGA i believe it was a cherokee a p a twenty eight i thought
it's a thirty two a twenty eight actually ah zero nine
juliett is the call sign yeah p d do you have a contact
of the aircraft

2025:22 PD14 fourteen we don't have him in sight yet
2026
2027

2027:01 LGA and uh p d fourteen radar contact lost again

2027:15 PD14 and laguardia p d fourteen on station with the uh aircraft

2027:18 LGA p d fourteen what is your present location

2027:21 PD14 we are going to be uh just inside of van cortlandt park

2027:30 LGA roger where are you uh let's say hypothetically in
relation to the number one train at two hundred forty

first street anywhere near there near broadway

2027:37 PD14 uh if you want to give me a couple of minutes here we are just setting ourselves up will figure out the uh exact location for you

2027:44 LGA take your time i am just try to pass on the information there and we getting call that's all

2027:48 PD14 roger we have numerous emergency vehicles on site looks like he made a uh very good landing here and uh looks not much damage to the aircraft at all

2028

2028:03 LGA roger

2028:13 LGA p d fourteen the approach control just wants to know uh if it still okay landing twenty two any conflicts uh any arrivals inbound twenty two

2028:23 PD14 you say once again for p d fourteen

2028:25 LGA p d fourteen i know you setting it up uh whatever you have to do there but the approach control just have a question there just about inbound uh for runway two two

2028:34 PD14 uh any inbounds or outbounds uh he secured on the uh the actual highway and won't affect any uh incoming or outcoming traffic

2029

(2030-2031)

2032

2032:18 PD14 laguardia p d fourteen

2032:20 LGA p d fourteen

2032:22 PD14 exact location is the deegan expressway on the northbound lane it's going to be just south of exit thirteen north of the jerome reservoir

2032:32 LGA got it

2032:38 LGA p d just let me run that by you deegan south of exit thirteen and near the jerome reservoir

2032:47 PD14 yeah just north of the jerome reservoir we just trying to figure it out if it's the hutch or the deegan at this time it's crossing highway

2032:55 LGA yeah it is pretty sure around there actually hold on a second do you know where the jerome reservoir yeah he is probably he is on the deegan actually or ah probably he is on the deegan *or the bronx river parkway

2033:07 PD14 copy that major deegan
2034

2034:13 PD14 laguardia p d fourteen

2034:15 LGA p d fourteen

2034:16 PD14 i know you are busy i am sorry uh there is nothing more we can do here the aircraft is secured and uh numerous emergency vehicles on scene ah if we could back to the uh frogs back on station to previous location

2034:29 LGA p d fourteen ah as requested right now we've changed it around to land thirty one four actually yeah looks like we changed to land thirty one but we'll be changing around twenty two just once when i get radar contact will have more for you

2034:42 PD14 copy that p d fourteen
2035
(2036-2039)
2040

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.