

SECTION 9.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: November 04, 2015
To: Aircraft Accident File ZTL-ARTCC-0288

From: Knoxville Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N1058S
Erwin, TN, October 09, 2015

This transcription covers the Knoxville Airport Traffic Control Tower (ATCT) RW AP position for the time period from October 09, 2015, 2202 UTC, to October 09, 2015, 2319 UTC.

Agencies Making Transmissions

COL4, N1058S
Knoxville ATCT RW AP
ATLANTIC SOUTHEAST AIRLINES (ATLANTA,
GA), ASQ2798

Abbreviations

N1058S
RW
ASQ2798

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N1058S.


Randall D. Rogers
Support Specialist
Knoxville ATCT, TN

2202
(2203-2230)
2231

2232:00 N1058S knoxville departure columbia one zero five eight sierra
heading two five zero (unintelligible) for six thousand

2232:16 RW columbia one zero five eight sierra knoxville departure
radar contact climb and maintain one two thousand twelve
thousand there is a line all the way from my northeast
part of the scope all the way to the southwest uh heavy
precipitation all the way along the line

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N1058S

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2232:32 N1058S uh five eight sierra yeah i've got it on here as well okay thanks

2232:37 N1058S (unintelligible) one two thousand five eight sierra

2232:50 RW columbia five eight sierra i've had one try to get through the line of uh heavy precipitation had a lot of updrafts wasn't able to maintain altitude probably picked up almost uh seven hundred feet in updrafts

2233

2233:02 N1058S okay five eight sierra uh is there any way to get me around the left edge of that

2233:08 RW uh not for fifty miles at least it looks it's pretty much uh built up a solid line it's only about about five miles wide but it looks pretty uh it's building up pretty quick

2233:23 N1058S okay five eight sierra any recommendations

2233:27 RW stand by

2233:53 RW (unintelligible) you're trying to get to bloomington indiana right

2233:56 N1058S affirmative five eight sierra

2233:58 RW it looks like this stuff is gone well the whole length of tennessee and beyond almost all the way out to oklahoma so uh i'm not sure if you're gonna to be able to cut through it at any point without uh going through uh heavy precipitation

2234:13 N1058S okay uh yeah i don't mind the precipitation i'm not excited about lightning though

2234:18 RW roger

2234:19 RW just let me know if you'd like (unintelligible) if you'd like to turn towards it have a look uh you can or uh we

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can uh try to get you through the lightest area of uh on
my scope

2234:28 N1058S uh yeah if you don't mind letting me stay on this heading
and let's get up high enough to take a look and uh i'll
call you back is that alright

2234:35 RW that's fine

2234:36 N1058S thanks for your help

2234:37 RW no problem

2234:58 RW right now going across the line i have an embraer one
forty five at fifteen thousand feet i'll ask him how the
ride was

2235:06 N1058S uh five eight sierra sounds good i've got oxygen on board
too so i can go up if we need to

2235:10 RW (unintelligible)

2235:14 RW well looks like he's in an updraft too he was down to
fourteen thousand something and now he's back up to
fifteen two

2235:48 ASQ2798 acey twenty seven ninety eight's at sixteen descending one
three thousand

2235:52 RW acey twenty seven ninety eight knox approach altimeter's
two niner niner seven expect a visual approach runway two
three left how was the ride there

2236:00 ASQ2798 it was a little sporty

2236:02 RW uh roger that and uh i got a columbia that's trying to get
towards uh bloomington indiana uh would you say going up
to like sixteen thousand uh would be a good idea through

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N1058S

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that area or should i take him somewhere else

2236:13 ASQ2798 absolutely not he needs to go somewhere else

2236:15 RW columbia five eight sierra you copy that

2236:18 N1058S uh five eight sierra copied

2236:21 RW columbia five eight sierra if i take you to the north i got some areas of uh some lighter precipitation off to the north uh i can get you that way you might be able to cut through that way would you want to try that

2236:34 N1058S sure that sounds good five eight sierra

2236:37 RW that's gonna be my lightest area i have a few areas of heavy precipitation but it's more scattered and not as uh well uh interconnected as the stuff down here towards the uh southwest so five eight sierra turn left heading two three zero

2236:51 N1058S okay left turn two three zero for five eight sierra

2236:59 RW acey twenty seven ninety eight descend and maintain four thousand

2237:03 ASQ2798 (unintelligible) four thousand acey twenty seven ninety eight

2237:13 ASQ2798 yeah that was uh moderate turbulence heavy rain and uh updrafts about three thousand to four thousand feet a minute

2237:20 RW acey twenty seven ninety eight thank you very much

2237:37 RW columbia five eight sierra leaving seven thousand turn left heading zero nine zero

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2237:43 N1058S okay five eight sierra leaving seven thousand we'll turn
left to zero niner zero
2238
2239
2239:57 RW columbia five eight sierra turn left heading zero six zero
2240
2240:01 N1058S (unintelligible) five eight sierra left turn zero six zero
2240:07 RW and there's an area about thirty five miles to the
northeast of you it's area of uh moderate precipitation
about seven miles wide uh and about three miles along
your route well will be along your route of flight
between two areas of heavy precipitation and that might
be able to get you through the line
2240:24 N1058S okay we'll see how it looks when we get there thanks for
your help
2240:33 RW acey twenty seven ninety eight turn left correction turn
right right turn heading zero nine zero
2241
2242
2243
2243:51 RW attention all aircraft east (unintelligible) correction uh
center weather advisory for the east tennessee contact
flight service flight watch or monitor hiwas for more
information
2244
2244:02 N1058S uh knoxville approach columbia one zero five eight sierra
wonder if i can turn uh uh due east and then uh maybe
climb up to uh to one five thousand maybe
2244:13 RW columbia five eight sierra for now turn right to zero nine
zero and i have your request
2244:16 N1058S (unintelligible) five eight sierra zero niner zero
2245
2246
2246:28 RW and columbia five eight sierra climb and maintain one five
thousand fifteen thousand
2246:32 N1058S okay five eight sierra outta one two for one five thousand
thanks
2247

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N1058S

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2247:04 RW columbia five eight sierra contact atlanta center one two
seven eight five twenty seven eighty five they'll help
you out

2247:10 N1058S okay twenty seven eighty five for five eight sierra thanks
for your help

2247:14 RW have a good day
2248

2248:28 N1058S uh knoxville approach columbia five eight sierra i musta
copied that down wrong can you give me that frequency
again

2248:33 RW sure five eight sierra one two seven point eight five
twenty seven eighty five

2248:38 N1058S eight five thank you

2248:40 RW good day
2249
(2250-2318)
2319

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 23, 2015

To: Aircraft Accident File ZTL-ARTCC-0288

From: Knoxville Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N1058S
Erwin, TN, October 09, 2015

This transcription covers the Knoxville Airport Traffic Control Tower (ATCT) D2 DI position for the time period from October 09, 2015, 2202 UTC, to October 09, 2015, 2319 UTC.

Agencies Making Transmissions	Abbreviations
COL4, N1058S	N1058S
Knoxville Approach Control Radar West	RW
ATLANTIC SOUTHEAST AIRLINES (ATLANTA, GA), ASQ2798	ASQ2798
Knoxville Approach Control Data 2	D2
Atlanta ARTCC Bristol Sector	BRISTOL
Atlanta ARTCC LOGEN Sector	LOGEN

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N1058S.

[REDACTED]

0

Randall D. Rogers
Support Specialist
Knoxville ATCT, TN

2202
(2203-2230)
2231

2232:00 N1058S knoxville departure columbia one zero five eight sierra heading two five zero (unintelligible) for six thousand

2232:16 RW columbia one zero five eight sierra knoxville departure radar contact climb and maintain one two thousand twelve thousand there is a line all the way from my northeast part of the scope all the way to the southwest uh heavy

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precipitation all the way along the line

2232:32 N1058S uh five eight sierra yeah i've got it on here as well okay thanks

2232:37 N1058S (unintelligible) one two thousand five eight sierra

2232:50 RW columbia five eight sierra i've had one try to get through the line of uh heavy precipitation had a lot of updrafts wasn't able to maintain altitude probably picked up almost uh seven hundred feet in updrafts

2233

2233:02 N1058S okay five eight sierra uh is there any way to get me around the left edge of that

2233:08 RW uh not for fifty miles at least it look it's pretty much uh built up a solid line it's only about about five miles wide but it looks pretty uh it's building up pretty quick

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2233:27 RW stand by

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2234:13 N1058S okay uh yeah i don't mind the precipitation i'm not excited about lighting though

2234:18 RW roger

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2234:19 RW just let me know if you'd like (unintelligible) if you'd like to turn towards it have a look uh you can or uh we can uh try to get you through the lightest area of uh on my scope

2234:28 N1058S uh yeah if you don't mind letting me stay on this heading and let's get up high enough to take a look and uh i'll call you back is that alright

2234:35 RW that's fine

2234:36 N1058S thanks for your help

2234:37 RW no problem

2234:58 RW right now going across the line i have an embraer one forty five at fifteen thousand feet i'll ask him how the ride was

2235

2235:06 N1058S uh five eight sierra sounds good i've got oxygen on board too so i can go up if we need to

2235:10 RW (unintelligible)

2235:14 RW well looks like he's in an updraft too he was down to fourteen thousand something and now he's back up to fifteen two

2235:48 ASQ2798 acey twenty seven ninety eight's at sixteen descending one three thousand

2235:52 RW acey twenty seven ninety eight knox approach altimeter's two niner niner seven expect a visual approach runway two three left how was the ride there

2236:00 ASQ2798 it was a little sporty

2236:02 RW uh roger that and uh i got a columbia that's trying to get towards uh bloomington indiana uh would you say going up

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to like sixteen thousand uh would be a good idea through
that area or should i take him somewhere else

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2236:15 RW columbia five eight sierra you copy that

2236:18 N1058S uh five eight sierra copied

2236:21 RW columbia five eight sierra if i take you to the north i
got some areas of uh some lighter precipitation off to
the north uh i can get you that way you might be able to
cut through that way would you want to try that

2236:34 N1058S sure that sounds good five eight sierra

2236:37 RW that's gonna be my lightest area i have a few areas of
heavy precipitation but it's more scattered and not as uh
well uh interconnected as the stuff down here towards the
uh southwest so five eight sierra turn left heading two
three zero

2236:51 N1058S okay left turn two three zero for five eight sierra
2237

2237:13 ASQ2798 yeah that was uh moderate turbulence heavy rain and uh
updrafts about three thousand to four thousand feet a
minute

2237:20 RW acey twenty seven ninety eight thank you very much

2237:37 RW columbia five eight sierra leaving seven thousand turn
left heading zero nine zero

2237:43 N1058S okay five eight sierra leaving seven thousand we'll turn
left to zero niner zero

2238

2239

2239:57 RW columbia five eight sierra turn left heading zero six zero
2240

2240:01 N1058S (unintelligible) five eight sierra left turn zero six zero

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2240:07 RW there's an area about thirty five miles to the northeast of you it's area of uh moderate precipitation about seven miles wide uh and about three miles along your route well will be along your route of flight between two areas of heavy precipitation and that might be able to get you through the line

2240:24 N1058S okay we'll see how it looks when we get there thanks for your help

2241
2242
2243

2243:51 RW attention all aircraft east (unintelligible) correction uh center weather advisory for the east tennessee area contact flight service flight watch or monitor hiwas for more information

2244

2244:02 N1058S uh knoxville approach columbia one zero five eight sierra wonder if i can turn uh uh due east and then uh maybe climb up to one five thousand maybe

2244:13 RW columbia five eight sierra for now turn right to zero nine zero and i have your request

2244:18 N1058S (unintelligible) five eight sierra zero niner zero
2245

2245:02 D2 bristol knoxville ninety five

2245:04 BRISTOL bristol

2245:05 D2 i've got this columbia over top of mcghee tyson basically right now november one zero five eight sierra

2245:09 BRISTOL uh huh

2245:10 D2 he's trying to get to indiana um they didn't move indiana last time i checked but he is uh eastbound (unintelligible) climbing he's wanting to go to fifteen thousand and he's trying to get through this line that we told him he really shouldn't even have departed cause he can't get through the line

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2245:24 BRISTOL right

2245:25 D2 but um he's trying to get through this line and he's on a
ninety heading any help you can give him is great

2245:30 BRISTOL okay

2245:31 D2 and he wants fifteen so

2245:32 BRISTOL alright well i'll tell you what i've got a blue streak
inbound uh he's got uh he's descending to thirteen
thousand he's flashing at you now i'll i'll uh if it
works for you i'll leave uh five eight sierra at twelve
thousand til the cross out and then uh

2245:45 D2 actually can we go ahead and go to fifteen with uh five
eight sierra right now and then uh blue streak can get
lower underneath him

2245:51 BRISTOL yeah alright alright fifteen's approved with me

2245:53 D2 alright appreciate it

2245:54 BRISTOL (unintelligible)

2245:55 D2 s b

2245:57 D2 logen knoxville ninety five
2246

2246:08 LOGEN logen

2246:09 D2 yes i have uh november one zero five eight sierra just
east of mcghee tyson right now code thirty one seventy
three he's at twelve thousand i'd like to go to fifteen
thousand and go to bristol

2246:19 LOGEN see uh five eight sierra he's point out approved

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N1058S

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2246:21 D2 thanks so much

2246:22 LOGEN (unintelligible)

2246:22 D2 s b

2246:28 RW and columbia five eight sierra climb and maintain one five thousand fifteen thousand

2246:32 N1058S okay five eight sierra outta one two for one five thousand thanks

2246:51 D2 bristol knoxville ninety five

2246:52 BRISTOL call bristol

2246:53 D2 yes sir uh that five eight sierra logen's pointed out good and uh just wanted to make sure you got radar

2246:58 BRISTOL yeah he's radar contact with me

2247:00 D2 climbing to fifteen right now

2247:01 BRISTOL climbing to one five thousand (unintelligible)

2247:02 D2 s b

2247:04 RW columbia five eight sierra contact atlanta center one two seven eight five twenty seven eighty five they'll help

2247:10 N1058S okay twenty seven eighty five for five eight sierra thanks for your help

2247:14 RW have a good day
2248

2248:28 N1058S uh knoxville approach columbia five eight sierra i musta

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copied that down wrong can you give me that frequency
again

2248:33 RW sure five eight sierra one two seven point eight five
twenty seven eighty five

2248:38 N1058S eight five thank you

2248:40 RW good day
2249
(2250-2318)
2319

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 26, 2015

To: Aircraft Accident File ZTL-ARTCC-0288

From: Atlanta Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N1058S
Erwin, TN, October 09, 2015

This transcription covers the Atlanta Air Route Traffic Control Center (ARTCC) R45 R position for the time period from October 09, 2015, 2215 UTC, to October 09, 2015, 2353 UTC.

Agencies Making Transmissions	Abbreviations
Knoxville Air Traffic Control Tower	TYS
Atlanta Air Route Traffic Control Center, Bristol Wilkes Sector	R45
Atlanta Air Route Traffic Control Center, Hinch Mountain Sector	R41
COL4	N1058S
Atlanta Air Route Traffic Control Center, Shine Moped Sector	R44

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N1058S.


Julie Lueder
Quality Control Program Analyst
Atlanta ARTCC

2215
(2216-2244)

2245
2245:02 -TYS Bristol Knoxville ninety five

2245:04 R45 Bristol

2245:04 TYS hey i've got this ah columbia over top madhee tyson

basically right now november one zero five eight sierra

2245:10 R45 uh huh

2245:10 TYS he's trying to get to indiana um they didn't move indiana last time i checked but he is ah eastbound climbing he's wanting to go to fifteen thousand and he's trying to get through this line that we told him that he really shouldn't even have departed cause he can't get through the line

2245:24 R45 right

2245:25 TYS but um he's trying to get through this line and he's on a ninety heading any help you can give him is great

2245:31 R45 okay

2245:31 TYS and he wants fifteen so

2245:32 R45 alright well i tell you what i've got a bluestreak inbound ah he's got ah he's descending to thirteen thousand he's flashing at you now i'll i'll ah why don't you ah leave that (unintelligible) twelve thousand (unintelligible) cross out (unintelligible)

2245:44 TYS actually ah can we go ahead and go to fifteen with ah five eight sierra right now and then ah bluestreak can get lower underneath him

2245:51 R45 yeah alright alright ah fifteen's approved with me

2245:52 TYS alright appreciate it

2245:53 R45 d e

2245:54 TYS (unintelligible)
2246

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N1058S

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2246:40 TYS bristol knoxville ninety five

2246:52 R45 called bristol

2246:53 TYS yes sir ah that five eight sierra logen's pointed out good
and ah just wanted to make sure you got radar

2246:58 R45 yeah he's radar contact with me

2247:00 TYS climbing to fifteen right now

2247:01 R45 climbing to one five thousand

2247:02 TYS (unintelligible)

2247:09 R41 go ahead i'm closing up shop

2247:10 R45 yeah bristol ah (unintelligible) did get a point out one
zero five eight sierra

2247:14 R41 (unintelligible) he's point out approved

2247:15 R45 okay thanks

2247:15 R41 t i

2247:17 R45 d e

2248

2248:51 N1058S atlanta center columbia one zero five eight sierra with
you through ah thirteen point five for one five thousand

2248:58 R45 november one zero five eight sierra atlanta center roger
the ashville altimeter three zero zero four

2249:02 N1058S ah three zero zero four

2250

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(2251-2253)

2254

2254:29 R45 november one zero five eight sierra um based on the weather i'm showing um do you have any ah nexrad or anything on board

2254:36 N1058S i do have nexrad on board - - - five eight

2254:41 R45 roger five eight sierra just trying to come up with a plan for you here looks like ah right around well let me see here about your ah eleven o'clock position and about forty miles forty one forty two miles um there's an area if you kinda cut north from there looks like you may be able to hang back towards the northwest it's (unintelligible) precip that i'm showing but ah just keep me advised as to what you'd like to do

2255:08 N1058S yeah i think we're looking at the same spot i was looking at either just west or just east of ah is it greenville

2255:20 R45 oh ah green county down there golf *(char) golf charlie yankee

2255:24 N1058S that's the one yes

2255:26 R45 got that

2256

(2257-2302)

2303

2303:44 N1058S atlanta center columbia one zero five eight sierra

2303:49 R45 november one zero five eight sierra go ahead

2303:51 N1058S ah five eight sierra i'm thinking maybe ah maybe ten more miles this direction and then turn towards tri city then see if i come back across the other side of it there

2304:01 R45 five eight sierra that ah that looks about like what ah what looks like the best course of action from here just let me know when you're making a turn towards tri cities

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N1058S

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2304:09 N1058S okay wilco five eight sierra thanks
2305

2305:19 R44 override this is shine

2305:21 R45 hey bristol wilkes so i was just talking to that five
eight sierra he he said ah couple minutes ago he said
about another ah ten miles i think he's gonna be turning
towards the north kinda towards tri city

2305:29 R44 yeah (unintelligible)

2305:29 R45 (unintelligible)

2305:30 R44 stopped a guy off for him and (unintelligible) he's going
really far away from (unintelligible)

2305:33 R45 yeah i i think he's gonna be making that turn
(unintelligible) thank you

2306
(2307-2310)
2311

2311:09 N1058S ah atlanta center columbia one zero five eight sierra
looks like i'd be if i just go about ah fifteen degrees
to the left

2311:15 R45 five eight sierra ah you say you want to go fifteen left
of ah of ah tri cities

2311:20 N1058S ah affirmative

2311:21 R45 five eight sierra that's approved as requested deviation
ah left or right as you need is approved and when able
direct to ah your destination

2311:28 N1058S okay five eight sierra deviations approved left or right
and then direct to the destination i'll let you know when
that happens thanks

2312
2313

2313:21 N1058S and atlanta center columbia five eight sierra wonder if i
could get ah one seven thousand

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N1058S

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2313:26 R45 november one zero five eight sierra stand by

2313:42 R45 november one zero five eight sierra climb and maintain one seven thousand

2313:46 N1058S okay five eight sierra outta one five for one seven thanks
2314
(2315-2317)
2318

2318:05 R45 november one zero five eight sierra i'm showing you ah nine hundred feet low say altitude

2318:15 R45 november one zero five eight sierra atlanta

2318:24 N1058S five eight sierra

2318:31 R45 november one zero five eight sierra ah say again

2318:59 R45 november one zero five eight sierra atlanta

2319:11 R45 november one zero five eight sierra do you hear atlanta center
2320
2321
2322

2322:23 R45 alright you're getting the bristol and wilkes sector here check your status sectors around you are open no special use airspace ah no t m u restrictions or notams nav aids v s c s uret are working normal non r v s m no transit or pending radar is good weather is a factor as you know all this is real ah they're deviating around it this guy was trying to go through right through here he was going direct tri cities and then he turned ah and ah he's he called me back said he was going to deviate a little bit then last i saw he was turning back (unintelligible) i showed him diving (unintelligible) tri cities no he was at he was at seventeen thousand oh talking to me um and i cleared him back up that direction cleared him to deviate and i then saw him down one hit he was at sixteen one and i called him no answer and ah then one more hit alright (unintelligible) ah this guy up here that whole situation we did talk to him at one point then washington had him i don't know what happened with his radios or anything else

he's having radio communication problems (unintelligible) up there yeah he knows about it he's not talking to us this guy was able to relay to him on guard and there were other aircraft trying to talk to him um or another facilities trying to talk to him on guard we tried to have him relay he could not reach us on twenty seven eighty five he could not reach indy on twenty six fifty seven he couldn't reach washington um but he was able to with this aircraft on guard and not anymore not anymore okay are they watching it yeah they are okay and ah so that's it with the weather deviations around all of that no pireps or sigmets ah actually there are sigmets that just came out now and traffic ah talking to here at twenty this guy's deviating trying to stay away from the weather ah this one we lost should be down in that vicinity somewhere the labquest is talking at eight thousand we have not spoken to this aircraft and that one we didn't have the handoff on him i just pulled the tag up when he was (unintelligible) so we never worked him actually yeah we did when he was back here he never actually entered my airspace he flew down kinda like this then turned up to the north and he ah he ended up up here yeah and we he never actually entered our airspace we did talk to him at one point and we did switch him to washington and washington did talk to him okay um so i just pulled the tag back up okay when he was squawking radio failure alright and that's all i got i got it

2325
(2326-2352)
2353

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: November 04, 2015

To: Aircraft Accident File ZTL-ARTCC-0288

From: Atlanta Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N1058S
Erwin, TN, October 09, 2015

This transcription covers the Atlanta Air Route Traffic Control Center (ARTCC) D45 D position for the time period from October 09, 2015, 2243 UTC, to October 09, 2015, 2355 UTC.

Agencies Making Transmissions	Abbreviations
COL4	N1058S
Atlanta Air Route Traffic Control Center, Bristol Wilkes Sector	R45
Atlanta Air Route Traffic Control Center, Shine Moped Sector	R44
Atlanta Air Route Traffic Control Center, Bristol Wilkes Sector Radar Associate	D45
Tri City Air Traffic Control Tower	TRI

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N1058S.


Julie Lueder
Quality Control Program Analyst
Atlanta ARTCC

2243
(2244-2312)

2313
2313:21 N1058S and atlanta center columbia five eight sierra wonder if i could get ah one seven thousand

2313:26 R45 november one zero five eight sierra stand

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N1058S

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2313:28	R44	shine moped
2313:29	D45	bristol control to climb five eight sierra
2313:31	R44	control
2313:32	D45	one seven thousand
2313:32	R44	your control alright
2313:42	R45	november one zero five eight sierra climb and maintain one seven thousand
2313:46 2314 (2315-2317) 2318	N1058S	okay five eight sierra outta one five for one seven thanks
2318:05	R45	november one zero five eight sierra i'm showing you ah nine hundred feet low say altitude
2318:15	R45	november one zero five eight sierra atlanta
2318:22	D45	tri seventy bristol
2318:25	TRI	tri
2318:26	D45	south of ah about fifteen south of the field the code is three one seven three you got a good altitude hit on him i think we i think we have an aircraft in trouble
2318:32	TRI	three one three one seven three a good hit on him yes three one seven three i see him
2318:37	D45	okay do you have a good altitude readout
2318:40	TRI	ah i see him at one three thousand niner hundred

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2318:43 D45 thirteen thousand niner hundred

2318:45 TRI affirmative

2318:45 D45 okay he's going down evidently

2318:47 TRI okay

2318:48 D45 alright ah ah just keep me updated can you guys do a a ah
r f can ah like track like a track for um
*(whatchamacallit) lat longs for us

2318:56 TRI ah yeah i'm showing his lat well let's see i can tell you
what his lat longs are right now i just saw him at niner
thousand

2319:04 D45 okay alright he's definitely going down then

2319:07 TRI oh boy okay but yeah here i'll tell you his lat or else
i'll mark his lat longs and call me back if you need it

2319:14 D45 okay

2319:14 TRI (unintelligible)

2319:48 D45 tri seventy

2319:49 TRI tri

2319:50 D45 you got his ah last known ah lat long hit

2319:52 TRI yeah it's ah three six one two four zero point eight north

2319:58 D45 three six one two

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2320:01 TRI affirmative four zero point eight north and his longitude
is zero eight two two one one eight point six west

2320:15 D45 okay do you have emergency service in that area that you
can launch ah for that area cause that aircraft did go
down

2320:20 TRI yes

2320:21 D45 okay ah go ahead and start on that we're coordinating
through the ah watch desk

2320:25 TRI okay

2320:25 D45 and ah command

2320:26 TRI alright thank you (unintelligible)

2320:27 D45 unintelligible
2321
2322
2323

2323:39 D45 tri seventy bristol

2323:41 TRI tri city

2323:42 D45 hey do you have a i need a contact number for your watch
desk

2323:45 TRI hey joann this is ah the tri city air traffic control
tower ah stand by just a moment we may have an aircraft
down in your area just a moment go ahead bristol

2323:54 D45 hey just give me your ah give me your watch desk number
please

2323:57 TRI okay yeah it's ah four two three three two five one one
five zero

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2324:06 D45 alright yeah that's ah yeah um pretty sure we definitely
got that guy down he's

2324:10 TRI yeah

2324:10 D45 yeah

2324:10 TRI i'm i've got the ah law enforcement on the phone right now

2324:13 D45 alright thanks

2324:14 TRI alright bye bye
2325
(2326-2354)
2355

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: November 04, 2015

To: Aircraft Accident File ZTL-ARTCC-0288

From: Atlanta Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N1058S
Erwin, TN, October 09, 2015

This transcription covers the Atlanta Air Route Traffic Control Center (ARTCC) AISUP O position for the time period from October 09, 2015, 2254 UTC, to October 09, 2015, 2357 UTC.

Agencies Making Transmissions	Abbreviations
Tri City Air Traffic Control Tower	TRI
Atlanta Center ARTCC Area One Supervisor Position	AISUP

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N1058S.


Julie Lueder
Quality Control Program Analyst
Atlanta ARTCC

2254
(2255-2323)
2324
2324:56 TRI tri city air traffic control tower

2324:58 AISUP tri city this is atlanta center ah area one how's everything

2325:04 TRI um well it appears ah that ah bristol said we've got an aircraft down

2325:08 AISUP okay

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2325:08 TRI and we've got ah getting law enforcement on the ah other line right now

2325:13 A1SUP okay so you know the position you know everything that ah where this aircraft the vicinity of this aircraft's supposed to be

2325:20 TRI yes

2325:20 A1SUP okay

2325:21 TRI yeah i got the lat long written down

2325:22 A1SUP okay and ah as far as ah ah ambulance or whatever that ah search ah rescue aircraft or ah personnel you're gonna send those out as well

2325:33 TRI ah we're talking to them right now we're gonna try to get them to send people out that way

2325:36 A1SUP okay well do you have my telephone number here can you please call us back here or at the watch desk

2325:42 TRI alright give me your number

2325:43 A1SUP ah actually the watch desk would be better seven seven oh

2325:47 TRI seven seven zero

2325:48 A1SUP two one zero

2325:49 TRI two one zero

2325:50 A1SUP seven six two two

2325:51 TRI seven six two two and your initials

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2325:54 A1SUP my name initials are victor india

2325:55 TRI victor india

2325:57 A1SUP yeah

2325:57 TRI okay

2325:58 A1SUP but that's the watch desk operation manager's up there so
you probably talk to him that's his number i'm giving you
number to ah

2326:02 TRI okay

2326:02 A1SUP at ah the number i just gave you ah that's his number

2326:05 TRI okay alrighty ah i'll get my ah c i c on it here and ah

2326:10 A1SUP okay ah thank you

2326:11 TRI he's talking to ah e m s people right now

2326:13 A1SUP okay thank you

2326:14 TRI alright

2326:15 A1SUP okay bye

2327
(2328-2356)
2357

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 23, 2015

To: Aircraft Accident File ZTL-ARTCC-0288

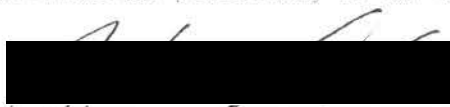
From: Atlanta Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N1058S
Erwin, TN, October 09, 2015

This transcription covers the Atlanta Air Route Traffic Control Center (ARTCC) OMIC 0 position for the time period from October 09, 2015, 2300 UTC, to October 10, 2015, 0140 UTC.

Agencies Making Transmissions	Abbreviations
Atlanta ARTCC Operations Manager in Charge 1	OMIC1
Domestic Events Network	DEN
Regional Operations Center	ROC
Air Force Rescue Coordination Center	AFRCC
Tennessee Highway State Patrol	THP

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N1058S.


Julie Lueder
Quality Control Program Analyst
Atlanta ARTCC

2300
(2301-2329)

2330
2330:58 OMIC1 atlanta center watch desk

2330:59 DEN hey this is john chief from the headquarters den

2331:01 OMIC1 hi

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2331:02 DEN hey listen tri city just put something over the wire about
a possible plane crash you guys might have been working

2331:05 OMIC1 yes we are in the process of ah starting our preliminary
investigation on this right now as we speak

2331:10 DEN oh do you have a call sign

2331:12 OMIC1 ah november one zero five bravo one zero five eight sierra

2331:17 DEN one zero five eight sierra

2331:19 OMIC1 yes

2331:20 DEN okay you have a type

2331:22 OMIC1 but one second - - - okay we're just pulling the tapes now
and getting all the information

2331:30 DEN well i'm i'm gonna get outta your way just you know if you
have a type and

2331:33 OMIC1 oh no i'm helping at the watch desk the um it's ah c oh
four it's like a columbia four

2331:38 DEN columbia four

2331:39 OMIC1 yep slant golf he was going from ah knoxville to bravo
mike golf and he was at ah one seven thousand i f r

2331:48 DEN t y t y s to bravo mike golf

2331:51 OMIC1 yes t y yeah t y s

2331:54 DEN to binghamton okay

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2331:54 OMIC1 yeah

2331:55 DEN seventeen thousand

2331:55 OMIC1 yeah and um not too sure about souls on board or anything like that right now ah we did call the weather several times to the aircraft um we he told us that he had nexrad on board and that he could see everything and then we just observed the aircraft descending at a very rapid rate and then that was the end of that

2332:16 DEN okay um something i was just looking at i was just going to ask you i forgot what it was oh well and where where did he go down do you know

2332:24 OMIC1 ah we have the lat longs

2332:26 DEN um where is it more or less

2332:27 OMIC1 ah about ah fifteen miles let's see exactly about ah ah twenty fifteen miles south of the tri city airport

2332:37 DEN fifteen south of tri city

2332:38 OMIC1 yep

2332:39 DEN alright man that's all i need

2332:40 OMIC1 okay

2332:40 DEN you if you need anything from us let us know over the den

2332:42 OMIC1 oh yeah absolutely

2332:43 DEN alright talk to you later

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2332:44 OMIC1 thank you bye
2333
2334
2334:01 OMIC1 atlanta center watch desk kendal callwood

2334:03 ROC ah yeah this is ken at the roc i understand we got a plane
crash up there in tennessee

2334:08 OMIC1 ah there's a possibility of one yes i think that's the we
are eighty percent sure that's that's the situation right
now yes

2334:14 ROC okay did you have a call sign

2334:15 OMIC1 november one zero five eight sierra

2334:19 ROC zero five eight sierra

2334:21 OMIC1 yes

2334:22 ROC alrighty were you talking with him

2334:24 OMIC1 we were talking to him here at atlanta center yes

2334:26 ROC okay alright well ah i guess right now we're just waiting
for emergency services to try to find

2334:34 OMIC1 right we just put out an alnot and um

2334:36 ROC okay

2334:36 OMIC1 we're listening to the tapes right now and trying to get
some confirmation on that

2334:40 ROC okay alrighty well i appreciate it i

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2334:42 OMIC1 thank you

2334:42 ROC i won't bother you i know you got a lot going on

2334:44 OMIC1 we'll call you back

2334:45 ROC okie doke

2334:46 OMIC1 thank you

2334:47 ROC bye
2335
2336
2337

2337:14 OMIC1 atlanta center watch desk kendal callwood

2337:15 AFRCC hello this is sergeant vetter i'm calling from the air
force rescue coordination center in regards to the alnot

2337:20 OMIC1 yes

2337:21 AFRCC i was just calling i was wondering um where you guys lost
communications is that a normal area to lose comms

2337:28 OMIC1 well we just got word from tri city approach that the
aircraft did crash

2337:32 AFRCC it crashed

2337:33 OMIC1 yes

2337:34 AFRCC okay

2337:35 OMIC1 so do we need to hold on one second this is the ah
coordinator (unintelligible) coordination center for the
alnot ah this is cunningham

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2337:43 AFRCC hello

2337:44 OMIC1 hello yes go ahead

2337:45 AFRCC ah this is sergeant vetter calling from the air force rescue coordination center in regards to the alnot that was issued

2337:50 OMIC1 yes

2337:51 AFRCC ah he the person i spoke to said that it did crash

2337:55 OMIC1 well we we don't have a confirmation on a tail number or anything like that we do we are starting to get an eye witness reports of an aircraft that did go down in that vicinity of erwin tennessee

2338:08 AFRCC okay and have emergency resources been sent out

2338:11 OMIC1 yes they have

2338:19 AFRCC tail number has not been confirmed um and do you have any specific location or just erwin tennessee

2338:26 OMIC1 well they said it was ah near a walmart in erwin tennessee is where the reports are coming from

2338:35 AFRCC okay and have you guys contacted n t s b also

2338:39 OMIC1 i have not

2338:40 AFRCC okay - - - okay and your name

2338:47 OMIC1 is steve cunningham

2338:53 AFRCC and are you gonna be the p o c for this

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2338:55 OMIC1 ah yes

2338:56 AFRCC ah do you have a direct number so i don't have to cause we only have for atlanta center not the watch desk

2339:02 OMIC1 well the watch desk is where i'll be and that's seven seven oh probably the same number you got two one zero seven six two two

2339:12 AFRCC what was the last four

2339:13 OMIC1 seven six two two

2339:18 AFRCC alright thank you so much

2339:20 OMIC1 thank you

2339:20 AFRCC bye
2340
(2341-2357)
2358

2358:58 OMIC1 atlanta center watch desk cunningham

2359:00 AFRCC hello this is sergeant vetter again calling from the air force rescue coordination center

2359:03 OMIC1 yes

2359:04 AFRCC i was calling to see are you guys going to issue an alnot or a closed message for the alnot once you confirm the tail number

2359:11 OMIC1 i will just as soon as we get a confirmation

2359:13 AFRCC okay thank you so much

2359:14 OMIC1 okay goodbye

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0000

(0001-0104)

0105

0105:43 OMIC1 atlanta center watch desk cunningham

0105:46 THP hey this is brett (unintelligible) patrol aviation unit

0105:50 OMIC1 i'm sorry with who

0105:52 THP the tennessee highway patrol aviation unit

0105:53 OMIC1 yes sir

0105:54 THP and ah we're assisting with the ah the search on the
missing aircraft up in erwin tennessee

0105:59 OMIC1 yes sir

0106:01 THP um did you have a tail number for that aircraft

0106:07 OMIC1 okay and and i hate to do it just need to verify your
position and ah again please

0106:13 THP i'm i'm the lieutenant chief pilot for the tennessee
highway patrol aviation safety

0106:20 OMIC1 okay and stand by one please

0106:23 THP okay

0106:40 OMIC1 alright lieutenant ah call sign tail number november one
zero five eight sierra

0106:48 THP okay so ah where was the ah ah do you have the the
coordinates you may have already given this information
to the sheriff's office but the coordinates for the last
ah ah radar return

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0107
0107:02 OMIC1 well it was approximately and and again we're going off of
a radial d m e off of one of our fixes

0107:08 THP oh okay

0107:11 OMIC1 so and ah as far as i know i know the ah search and rescue
and everybody had the information on there

0107:19 THP okay well i'm i'm coordinating with my pilot
(unintelligible) and working off google earth trying to
(unintelligible)

0107:26 OMIC1 okay i don't don't without pulling it up i know it was in
the vicinity of erwin tennessee

0107:35 THP um hum - - - alright

0107:38 OMIC1 and

0107:39 THP that that about it

0107:40 OMIC1 yeah and i know we have ah first responders are on the
scene in that area

0107:44 THP alright

0107:44 OMIC1 but i've got no additional information as far as the
confirmation of a tail number yet

0107:49 THP okay well we're i'm launching a helicopter up there so i'm
just trying to (unintelligible) search area ah you now on
the google earth here for him

0107:58 OMIC1 okay - - - that'll get you there with just the name of the
town erwin

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0108:03 THP ah yeah yeah i mean we know that okay well i didn't know know sometimes the coordinates come up (unintelligible) get the coordinates through radar returns we've been able to to ah kinda figure (unintelligible) possibilities before

0108:19 OMIC1 okay well if you need anything any advice *(cause i have it) measured up here just eye balling it was ah ah holston mountain hotel mike victor is the v oh r ah two twenty at twenty d m e

0108:33 THP two twenty at twenty d m e

0108:35 OMIC1 approximately

0108:36 THP awesome okay and that was do you have the altitude on that one

0108:39 OMIC1 well he was originally at one seven thousand ah the last time we actually talked to him

0108:47 THP okay okay was did he have ah a distress call or

0108:52 OMIC1 he did not we we did hear we the controller noticed he'd lost nine hundred foot in altitude and questioned him ah there was no response back from the pilot other than just a we heard something over the frequency

0109:05 THP okay

0109:06 OMIC1 and ah one of the approach controls they called to confirm see if they could pick him up on radar and they said he was ah descending through thirteen thousand last radar hit they had on him

0109:16 THP that was the last hit

0109:18 OMIC1 yeah

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N10588

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0109:19 THP and that was the two twenty at at twenty
0109:21 OMIC1 ah approximately
0109:22 THP approximately
0109:22 OMIC1 correct
0109:25 THP alright
0109:26 OMIC1 and ah original reports we got ah again it was ah erwin
tennessee and they say say it was near a walmart shopping
center in erwin tennessee
0109:35 THP yep that's what the nine one one calls are from
0109:37 OMIC1 okay
0109:38 THP okay okay well thank you very much
0109:40 OMIC1 yes sir bye
0109:41 THP bye
0110
(0111-0139)
0140

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: October 29, 2015

To: Aircraft Accident File ZTL-ARTCC-0288

From: Atlanta Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N1058S
Erwin, TN, October 09, 2015

This transcription covers the Atlanta Air Route Traffic Control Center (ARTCC) OMIC2 0 position for the time period from October 09, 2015, 2307 UTC, to October 10, 2015, 0129 UTC.

Agencies Making Transmissions	Abbreviations
Atlanta ARTCC Operations Manager in Charge 2	OMIC2
Air Force Rescue Coordination Center	AFRCC
Atlanta ARTCC Flight Data	FD
Regional Operations Center	ROC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N1058S.


Julie Lueder
Quality Control Program Analyst
Atlanta ARTCC

2307
(2308-2336)

2337

2337:13 OMIC2 atlanta center watch desk kendal callwood

2337:15 AFRCC hello this is sergeant vettters calling from the air force rescue coordination center in regards to the alnot

2337:20 OMIC2 yes

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2337:21 AFRCC i was just calling i was wondering if um where you guys
lost communications
2338
2339
2340
2340:54 OMIC2 c oh l four that's like a cessna four hundred
(unintelligible) columbia which is what a cessna four
hundred or a - - - yeah i'd have to google it
2342
2343
2344
2344:11 FD flight data

2344:12 OMIC2 hey chris ah this is the watch desk this is kendal um
flight service did they send you information regarding ah
this aircraft as far as souls ah search and rescue
information

2344:21 FD ah flight service

2344:23 OMIC2 yeah

2344:23 FD they send me anything

2344:24 OMIC2 yeah souls on board fuel remaining in time anything name
telephone number

2344:30 FD ah let me look right now in the computer - - - hold on
okay

2344:35 OMIC2 thank you

2344:36 FD it's searching

2344:36 OMIC2 yeah our flight data checking right now

2344:43 FD no nothing

2344:45 OMIC2 okay they said ah our flight data said that they don't

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they don't have anything at this time - - - hold on yes
hold on one second please thank you chris

2344:55 FD no problem

2344:55 OMIC2 alright

2344:56 FD alright

2345

(2346-0056)

0057

0057:24 ROC ops center this is ken

0057:25 OMIC2 hey ken cunningham

0057:26 ROC yes sir

0057:27 OMIC2 hey you guys got any type of confirmation on that aircraft
as far as a tail number

0057:32 ROC ah the only thing we've got is november one zero five
eight sierra

0057:37 OMIC2 okay

0057:38 ROC that's what you all gave us

0057:39 OMIC2 right

0057:39 ROC ah we do have tennessee emergency management have flight
on the crash site i guess but have not been able to reach
the crash site ah which is probably an indicator that
it's probably burning

0057:57 OMIC2 okay

0057:58 ROC ah we do know there were two people on board

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0058:00 OMIC2 right

0058:01 ROC ah but i do not have anything (unintelligible) tennessee
as far as them actually being on the crash site

0058:09 OMIC2 okay i appreciate it

0058:11 ROC so um but that's all we've got right now we're waiting for
them to do some kind of confirmation

0058:16 OMIC2 okay thank you

0058:16 ROC thank you

0058:17 OMIC2 bye
0059
(0100-0128)
0129

End of Transcript
