



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

REPORT DATE

March 07, 2017

REPORT NO.

CDW-ATCT-0130

NAME OF REPORTING FACILITY

Caldwell-Essex ATCT (CDW)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 21, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1713 N979BA called on the clearance delivery frequency. The aircraft was instructed to contact ground control. N979BA was advised that the field was still reporting instrument meteorological conditions. Ground control advised N979BA that he needed to file an instrument flight plan.
- 1719 N979BA called to receive his instrument clearance to White Plains, NY. N979BA was advised that the altitude that was filed at one thousand five hundred feet was not going to be a good altitude for the route of flight and destination. N979BA was advised that the altitude was inappropriate and reserved for flight under visual weather conditions.
- 1721 N979BA was issued an instrument clearance to White Plains, NY (HPN) airport at an altitude of three thousand feet. It was corrected from the original filed altitude of one thousand five hundred feet that was filed by N979BA.
- 1727 N979BA advised that he was ready to depart for White Plains, NY. There were several transmissions afterwards where the tower did not get a response from the aircraft.
- 1731 N979BA advised once again that he was ready to depart for White Plains, NY (HPN).
- 1734 The New York TRACON departure sector was advised that N979BA was ready to depart for White Plains, NY (HPN).
- 1735 N979BA was advised about the problem with the altitude that he filed and that we had corrected the altitude.
- 1737 N979BA inquired about the weather and whether he could depart under visual flight rules.
- 1743 The New York TRACON departure sector issued a release for his departure and asked Caldwell Tower to have the aircraft climb directly to three thousand feet. The normal altitude restriction is two thousand feet on initial departure. N979BA was cleared for takeoff on Runway 22 to climb to three thousand feet.
- 1744 The aircraft was observed as barely climbing, in a left turn, and leveling off well below his assigned altitude. Personnel on duty observed the aircraft descending and witnessed a smoke plume about 1 mile south of the airport.
- 1745 Airport operations and the New YORK TRACON were advised about the crash and the plume of smoke witnessed from the control tower.
- 1746 Airport operations inquired about the approximate location of the crash. Airport operations was advised that emergency services need to be expedited since we do not have direct contact with any emergency service personnel at the control



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tower.

1758 The Air Traffic Manager was advised of the accident.

No More Follows



Federal Aviation Administration

Memorandum

Date: March 03, 2017

To: Aircraft Accident File CDW-ATCT-0130

From: Caldwell-Essex Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N979BA
West Caldwell, NJ, January 21, 2017

This transcription covers the Caldwell-Essex Airport Traffic Control Tower (ATCT) GC GC position for the time period from January 21, 2017, 1643 UTC, to January 21, 2017, 1906 UTC.

Agencies Making Transmissions	Abbreviations
Ground Control	GC
N979BA	N979BA
New York TRACON - Newark Departure Sector	N90 D
Caldwell Airport Operations	OPS
New York TRACON - Watch Desk	N90

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N979BA.

[REDACTED]

Curtis L. Brewington
Air Traffic Manager
Caldwell Tower (CDW)

1643
(1644-1712)

1713
1713:33 GC november nine seven nine bravo alpha caldwell clearance
give me a call on ground one two one point niner

1713:38 N979BA we'll do it

1713:43 N979BA ah caldwell ground nine seven nine bravo alpha

1713:47 GC november nine seven nine bravo alpha caldwell ground

1713:49 N979BA ah wondering are you guys i f r here now i mean i just
listened to the atis it said eight hundred but it looks
better than that

1713:56 GC we're still officially i f r

1713:57 N979BA you're still (unintelligible) so for me to go to white
plains i gotta file hugh
1714

1714:01 GC affirmative

1714:02 N979BA okay can i file with you or need to ah just call it in

1714:06 GC you have to call i guess flight service i'm not a pilot so
i never filed a flight plan like that before

1714:12 N979BA i'll do it thanks
1715
(1716-1718)
1719

1719:44 N979BA ah caldwell ground nine seven nine bravo alpha i believe
you have an i f r clearance for us now please

1719:49 GC november nine seven nine bravo alpha stand by

1719:56 GC so you filed at uh one thousand five hundred

1719:59 N979BA i just wanted to stay low i didn't need to go to three
thousand to go to white plains so whatever
1720

1720:03 GC yes sir ah fifteen hundred is a v f r altitude i'll have
to look up the altitude

1720:08 N979BA uh no it's ah christ it i'll be a thousand
(unintelligible) i guess a thousand then

1720:12 GC yeah i'll fix it hold on

1720:17 GC yeah three thousand is the ah required altitude for that route

1720:21 N979BA alright

1720:23 GC i'll fix it just just a minute

1720:53 GC alright november nine seven nine bravo alpha i have full route clearance advise when ready to copy

1720:59 N979BA ready to copy

1721:00 GC november nine seven nine bravo alpha cleared to white plains airport via after departure turn left heading one eight zero radar vectors to breezy victor thirty nine to carmel direct climb maintain two thousand expect three thousand one zero minutes after departure departure control frequency one one niner point two squawk upon release

1721:20 N979BA okay uh cleared to white plains one eighty heading on departure to breezy victor thirty nine carmel direct two thousand three thousand one zero minutes after nineteen decimal two on the freq and you'll give me a squawk on the way out november nine seven nine bravo alpha

1721:34 GC november nine seven nine bravo alpha read back is correct give me a call ready for taxi with the atis

1721:39 N979BA ah we have yankee and we'll call you back as soon as we've started up thank you

1722
(1723-1726)
1727

1727:40 N979BA hello ground nine seven nine bravo alpha with you ready to go um coming out of the t hangars by ah hotel and bravo

1727:50 GC november nine seven nine november correction november nine seven nine bravo alpha runway two two taxi via papa cross runway two eight at papa

1728

1728:14	GC	november nine seven nine bravo alpha caldwell ground do you copy
1728:21	N979BA	caldwell ground nine seven nine bravo alpha
1728:29	GC	november nine seven nine bravo alpha caldwell ground
1728:48	N979BA	ground nine seven nine bravo alpha
1728:51	GC	november nine bravo alpha caldwell ground
1729		
1730		
1731		
1731:32	GC	november nine seven nine bravo alpha caldwell ground
1731:34	N979BA	yeah we're ah hotel bravo coming up to t hangars ready to go
1731:37	GC	november nine seven nine bravo alpha runway two two cross runway two eight
1731:44	N979BA	uh two two via papa and uh cross two eight
1732		
1733		
1734		
1734:02	GC	newark data caldwell on the forty eight line strip to pass
1734:16	GC	i've got november nine seven nine bravo alpha revision one for the altitude of three thousand over breezy runway two two
1734:21	N90 D	g k
1734:22	GC	m t
1734:58	GC	november nine bravo alpha ground
1735		
1735:03	GC	yes sir just ah for future reference uhm so fifteen is a v f r altitude usually and normally you can't fly anywhere

from the new york metropolitan area direct you have to
find a route

1736
(1737-1744)
1745
1745:58 OPS ground ops four
1746

1746:02 GC ops one ground

1746:04 OPS say again where the ah where's the position of the
aircraft and the problem

1746:08 GC the aircraft crashed about one mile southwest of caldwell
just off the departure end of runway two two

1746:18 OPS roger ops one

1746:33 GC and ops one ground we need emergency expedited over there

1746:38 OPS ops one working on it

1746:39 GC you guys calling uh emergency services

1746:41 OPS yes sir
1747
1748
1748:02 GC (unintelligible) do it i'm calling the sup over there
letting him know we can't raise any emergency services

1748:07 N90 n ninety watch desk new york tracon newark sector

1748:09 GC hey this is jaime borbon up at caldwell tower

1748:11 N90 hey

1748:12 GC so reference that guy that just went down

1748:13 N90 yeah

1748:14 GC we were unable to reach any emergency services we have let operations know they should be calling emergency services i tried nine one one on the phones on the lines and i even ran downstairs and got a cell phone nothing

1748:24 N90 really

1748:25 GC our crash phone doesn't ring to everybody

1748:27 N90 okay so but operations is calling (unintelligible)

1748:29 GC operations is calling the appropriate people yeah

1748:31 N90 okay x s

1748:32 GC m t

1749
(1750-1757)
1758
1758:29 GC briefing for ground clearance flight data you have the s i a yeah alright we're on the localizer two two arriving two two departing two two the field is still officially i f r uhm equipment is operational airport condition status like i said we're still i f r all runways and taxiways open active and available airport activities we have none altimeter has been steady weather conditions the weather is moving through and it's getting better flow control none special activities there was a crash one mile southwest of the field bonanza went straight down still dealing with that nothing operational (unintelligible) we can do here uh special instructions restrictions none no training in progress that's all i have for you no traffic alright c m

1759
(1800-1801)
1802
1802:14 GC alright april briefing for the watch you have the s i a yes alright we're still on the localizer two two departing two two arriving two two everything operational and up to date um equipment's (unintelligible) all runway taxiways open active and available altimeter's been steady weather been steadily improving flow control we have none special activities none special instructions restrictions training in progress none uh of course you

know about the emergency uhm b e thirty six crashed one
mile southwest ah do you know uh emergency services were
notified by ops and we have run through our checklist i'm
handing it off to you should be all completed nothing
else is going on uh adam and i will be downstairs
decompressing and uh maybe writing some stuff down so we
retain it that's all m f m t

1803

(1804-1834)

1835

1835:06 OPS ground airport one

1835:11 GC airport one caldwell ground

1835:13 OPS uh yes sir i uh assume you ah folks uh have contacted the
uh the rock

1835:24 GC operations one uh if you can just call the landline up at
the tower

1836

(1837-1905)

1906

End of Transcript



Federal Aviation Administration

Memorandum

Date: March 02, 2017

To: Aircraft Accident File CDW-ATCT-0130

From: Caldwell-Essex Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N979BA
West Caldwell, NJ, January 21, 2017

This transcription covers the Caldwell-Essex Airport Traffic Control Tower (ATCT) LC LC position for the time period from January 21, 2017, 1704 UTC, to January 21, 2017, 1830 UTC.

Agencies Making Transmissions	Abbreviations
N979BA	N979BA
Local Control	LC
New York TRACON - Newark Departure Sector	N90 D
New York TRACON - Newark Sector Watch Supervisor	N90 W
Air Traffic Manager, Caldwell Tower	ATM

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N979BA.

[REDACTED]
Curtis L. Brewington
Air Traffic Manager
Caldwell Tower (CDW)

1704
(1705-1733)
1734

1734:18 N979BA uh caldwell tower nine seven nine bravo alpha ready to go two two papa

1734:23 LC november nine seven niner november alpha caldwell tower squawk four two six five hold short runway two two awaiting i f r release

1734:32 N979BA and uh four two six five on the code and uh we'll hold and stand by

1734:39 LC november nine seven niner bravo alpha i just need you to read back the uh hold short with the call sign please

1734:44 N979BA november nine seven nine (unintelligible) we're holding short of two two and four two six five on the squawk

1735:00 N979BA november nine seven nine bravo alpha
1736
1737

1737:09 N979BA tower nine seven nine bravo alpha

1737:12 LC november nine bravo alpha (unintelligible)

1737:15 N979BA yeah we're um you know how long the way's gonna be any idea

1737:22 LC ah i know morristown has one on about a five mile final and at least one in front of you

1737:29 N979BA okay we v f r yet here yet or no

1737:32 LC as soon as it goes v f r i will let you know unfortunately i ah because i can't get pilot reports because there's nobody coming in i have to wait for the computer tell me

1737:43 N979BA okay
1738
(1739-1742)
1743

1743:01 LC caldwell

1743:02 LC (new york departure) nine bravo alpha on departure have him climb to three thousand he is released nineteen two

1743:06 LC climb to three x s

1743:07 LC (new york departure) thank you

1743:24 N979BA tower nine seven nine bravo alpha you have any update for us please

1743:30 LC november nine seven niner bravo alpha wind two zero zero at six runway two two cleared for takeoff

1743:36 N979BA i f r correct

1743:38 LC affirmative

1743:40 N979BA we're good to go two two nine seven nine bravo alpha
1744

1744:24 LC niner bravo alpha climb maintain three thousand tracon's request

1744:32 N979BA uh tower nine seven nine bravo alpha

1744:35 LC nine bravo alpha climb maintain three thousand departure's request

1744:42 N979BA uh tower
1745

1745:10 LC airport caldwell ground (unintelligible) tower

1745:16 LC airport ops caldwell ground

1745:23 LC uh approach caldwell ah he ah crashed on his way out a b e thirty six crash landed approach one mile southwest of caldwell approach go ahead

1745:32 N90 D approach go ahead

1745:33 LC uh the departure crashed on his way out

1745:35 N90 D okay alright c i

1745:37 LC x s
1746

1746:51 LC caldwell tower

1746:52 N90 W hey it's jaime at the tracon how's it going

1746:54 LC ah been better

1746:55 N90 W yeah what happened with this guy

1746:57 LC (unintelligible) it is uh on took off takeoff he was
hanging a left turn was not getting any altitude uh went
down and we saw large plume of smoke
1747

1747:08 N90 W okay so he crashed off the field

1747:10 LC yes

1747:11 N90 W okay

1747:12 LC so technically we're not closed but

1747:14 N90 W okay well if you do give me a call

1747:15 LC okay

1747:16 N90 W uhm in the meantime uhm what time did it go down exactly
do you know

1747:23 LC ahh yeah he departed at forty four and he pretty much
crashed at forty five

1747:28 N90 W okay uhm okay so yeah if they do close the airport give me
a call back here

1747:32 LC okay

1747:33 N90 W at the area two nine uhm six four

1747:38 LC okay

1747:39 N90 W and uhm i guess that's all i can get from you you didn't call the den did you

1747:44 LC uh working on it

1747:45 N90 W okay okay alright thanks man appreciate it all right man

1747:48 LC thanks x s
1748
1749
1750

1750:55 LC okay status information area (unintelligible) current up to date all the equipment appears to be working normally airport conditions are uh i f r (unintelligible) activities none altimeter is low no special activities or instructions except for the crash obviously no training we're running localizer two two departing two eight morristown's on two three traffic for us is none in existence okay let's see we called the rock we called the den ah we called operations we called nine one one we couldn't contact nine one one from here for some reason uh we let approach know we did not close the airport because it's off uh that's all i can think of right now okay uh we're working on that do you have any questions no (unintelligible) x s

1751
(1752-1757)
1758

1758:50 LC caldwell tower

1758:51 ATM (unintelligible) curt just to get a little more information that uh aircraft that crashed what was the call sign and uh was he i f r v f r

1758:57 LC his call sign was nine seven nine november bravo wait i'm sorry nine seven nine bravo alpha and was on an i f r flight plan to white plains the field was i f r but the conditions were improving but we were still technically i f r uhm hold on one second please alright uhm he was a b

1759 e thirty six

1759:17 ATM okay

1759:18 LC and uh right where he crashed he would have it was an immediate takeoff and crash

1759:22 ATM immediate takeoff and crash he didn't declare a mayday or anything like that

1759:25 LC he didn't have he uhm they said that he had opened the frequency like he was holding down the button and until he hit the ground

1759:32 ATM holding down the button until he hit the ground

1759:34 LC yeah

1759:35 ATM so that's it the call sign again was nine what

1759:37 LC nine seven nine bravo alpha

1759:39 ATM okay thanks

1759:40 LC uhn hum (unintelligible)
1800
(1801-1829)
1830

End of Transcript
