

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 29, 2018	REPORT NO 18-005-ZBW
	NAME OF REPORTING FACILITY New York TRACON (N90)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 13, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1426 N593MS contacts The New York TRACON LaGuardia Area HAARP Position (110) requesting flight following to Charleston Executive Airport (JZI). 110 instructs N593MS to squawk 0237 and to IDENT. N593MS acknowledges.

1427 110 RADAR identifies N593MS, asks his destination and type aircraft and issues N593MS the altimeter. N593MS advises his destination is JZI and that he is a Piper Seneca.

1428 110 advises N593MS to proceed on course and to say his requested altitude. N593MS advises that his requested altitude is 8,500 feet.

1429 110 performs a manual handoff on N593MS with Boston Center (ZBW) PAWLING Sector. PAWLING accepts the manual handoff on N593MS. 110 then asks N593MS to say his on course heading. N593MS advises that his on course heading is 219 degrees.

1430 110 advises PAWLING to disregard the handoff on N593MS. A Position Relief Briefing is accomplished.

1436 110 advises N593MS to contact The New York TRACON Islip Area LOVES Position (306) on 124.07.

1437 N593MS contacts 306. 306 issues the altimeter and asks N593MS to say his destination. 306 asks N593MS his on course heading and requested altitude. N593MS advises that his destination is JZI, his on course heading is 219 degrees and his requested altitude is 11,500 feet. N593MS asks 306 if he has a cloud tops report. 308 advises he does not have a clouds tops report.

1438 306 contacts The New York TRACON Liberty Area EAST Departure Position (514) to perform a manual handoff on N593MS. 306 advises 514 that N593MS's destination is JZI, his requested altitude is 12,500 feet and that he is turning to a 210 degree heading. 514 advises that N593MS is RADAR contact. 306 advises N593MS to contact 514 on 118.17.

1439 N593MS contacts 514 at 11,000 and is issued the local altimeter. N593MS advises that he is climbing to 11,500 feet and his on course heading is 223 degrees. N593MS asks for a cloud tops report. 514 solicits a Pilot Report (PIREP) on cloud tops from AAL142. AAL142, climbing through 10,900 feet advises that he has not reached the tops yet.

1441 AAL142, climbing through 14,300 feet reports that he is still in the

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N593MS

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 29, 2018	REPORT NO 18-005-ZBW
	NAME OF REPORTING FACILITY New York TRACON (N90)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

clouds. N593MS is issued a new beacon code.

1442 N593MS climbing through 14,100 feet advises that he is climbing another 1,000 feet to get VFR on Top. 514 performs a manual handoff on N593MS to Boston Center DANBURY Sector. DANBURY accepts the handoff on N593MS.

1443 514 instructs N593MS to contact DANBURY on 134.0.

1444 DANBURY contacts 514 to report the cloud top at 19,000 feet and to advise that N593MS had not yet switched frequencies.

1445 514 advises N593MS that the tops are reported at 19,000 feet and instructs N593MS to contact DANBURY on 134.0.

1447 DANBURY advises 514 that N593MS is VFR and in clouds, and asks 514 to solicit a PIREP from EJM6. EJM6, climbing through 10,000 feet, advises that he is VFR but entering the clouds. 514 passes the PIREP to DANBURY.

1449 514 contacts DANBURY and is advised that N593MS is now an emergency, VFR in IMC.

1456 DANBURY asks 514 to get a PIREP from N622MG. 514 contacts 306 to request a PIREP from N622MG. N622MG, level at 10,000 feet advises that he is in IMC.

1457 306 advises 514 that he does not have any cloud tops or base reports.

1459 514 advises DANBURY that there are no PIREPS regarding cloud tops.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 30, 2018	REPORT NO. 18-005-ZBW
	NAME OF REPORTING FACILITY Boston ARTCC (ZBW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 13, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1442 Liberty East manually hands off code 3400, N593MS a PA32 destined to Charleston Executive Airport, pilot advised stopping at 125 but still climbing. ZBW Danbury Radar Controller (R19) advises N593MS is Radar.

1444 R19 calls N593MS in the blind with no response. R19 calls Liberty East and advises the tops are reported at Flight Level 190. R19 advises Liberty East that N593MS is not on his frequency yet, R19 has had a report of Instrument Meteorological Conditions (IMC) at 15000. Liberty asks 15000, R19 advises the tops are at Flight Level 190. Liberty East acknowledges Flight Level 190.

1445 R19 restates N593MS has yet to check in. Liberty East advises R19 they will try N593MS again. N593MS checks in at 15000. R19 acknowledges and assigns N593MS code 3533. R19 advises N593MS that in his current area at his altitude, R19 has had numerous reports of IMC. R19 asks if N593MS is in Visual Meteorological Conditions (VMC). N593MS advises they are VMC, trying to maintain VMC, and requests vectors for VMC as they have an unreliable artificial horizon.

1446 R19 acknowledges and asks if N593MS is IMC, N593MS informs R19 he is in and out of IMC, Visual Flight Rules (VFR). R19 acknowledges N593MS and informs him he would look for VFR conditions for him. N593MS acknowledges. R19 advises N593MS he is declaring an emergency on his behalf and issues the Bridgeport altimeter 2986. R19 calls ZBW Clipper Radar Position (R32), R19 advises R32 that N593MS has just checked in with him, he is a VFR aircraft in and out of IMC with an unreliable artificial horizon, and wants to know if R32 has any VFR conditions.

1447 R32 informs R19 that she did not, but she would get a PIREP for him. N593MS requests their squawk again from R19, R19 issues code 3533. R19 answers R32's call and is informed the tops are at Flight Level 230 in R32's airspace. R19 speaks with an unknown controller and informs him he is dealing with an emergency.

1448 R19 informs N593MS that he does have some VFR conditions below 10000 and advises the pilot when able, to start a left turn to a heading of 300. N593MS reads back left turn heading 330, R19 issues left turn heading 300. R19 calls R32 and advises he is going to take back N593MS and they had found VFR conditions to the west.

1449 R19 asks N593MS if he is IFR equipped and capable. N593MS advises he is IFR equipped and capable however, their artificial horizon is

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N593MS

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 08, 2018	REPORT NO 18-005-ZBW
	NAME OF REPORTING FACILITY Boston ARTCC (ZBW)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT

currently unreliable. R19 acknowledges and asks N593MS if he has an airport he would like to return to. N593MS advises the nearest VFR airport. R19 acknowledges and asks N593MS if he is able to make a left turn. N593MS advises not right now. R19 informs N593MS he shows him making a slow right hand turn and asks N593MS if he is turning right. N593MS advises they are maintaining straight and level and they have the sun above them.

1450 R19 acknowledges and advises N593MS he is in a little right turn. R19 tells N593MS he knows his attitude indicator is bad and asks if he has a turn and slip that he could use to level the wings. N593MS answers yes. R19 advises N593MS to use that to level the wings for now and advise him when he is ready to make a turn to the west. N593MS acknowledges. R19 advises N593MS that the Westchester airport is reporting few clouds 022, overcast 055 and when they are able to turn towards that to advise him. ZBW Area E Supervisor (SUP E) informs the ZBW Operations Manager in Charge (OMIC) about the emergency. OMIC requests sector working the aircraft, SUP E advises R19.

1451 N593MS acknowledges. R19 advises N593MS that the Westchester airport is a 300 heading from his current position, basically a 180 degree turn. R19 advises a one minute standard turn, left or right would get him headed towards it. N593MS asks for a tops report. R19 informs N593MS the last report in the area was around FL190. N593MS reports climbing to FL190, R19 acknowledges. Danbury Radar Associate (RA19) calls R32 and advises them about N593MS and that he is climbing to FL190 to get out of the weather. R32 gives control for N593MS to Danbury Sector. RA19 asks R32 if they have any tops reports, R32 advises tops are at FL230.

1452 R19 advises N593MS that they may have to go higher because 20 miles to his west, tops were reported at FL200. N593MS advises he is VFR on Top and requests vectors. R19 advises N593MS that the Westchester airport is a 300 heading if he wanted to proceed there. N593MS advises they would not be able to descend through the clouds and requests vectors to where the clouds were clear. R19 advises he will talk to the weather unit and find him an airport reporting clear. N593MS acknowledges.

1453 R19 asks N593MS to start a turn to the west to get him started in the direction of where the weather would be better. N593MS acknowledges they are turning west. SUP E calls OMIC to get weather number, OMIC advises they are speaking with them, SUP E advises he is coming down.

1454 RA19 calls R32 to see if they have any airports to the southeast of N593MS that are reporting clear. R32 advises aircraft over Sandy Point was not seeing anything and that she did not believe there was anything

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N593MS

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 30, 2018	REPORT NO. 18-005-ZBW
	NAME OF REPORTING FACILITY Boston ARTCC (ZBW)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT

clear to the east. RA19 acknowledges.

1455 R19 tells N593MS he is still headed to the southeast and was he able to head west. N593MS advises they were in a slow turn towards the west. R19 advises to use a standard rate turn. N593MS acknowledges. R19 requests souls on board and fuel remaining in time to determine where they could get him to. N593MS advises four hours of fuel and three souls onboard.

1456 RA19 calls Liberty East to see if he was working another aircraft other than the Dynasty. Liberty East advises they have a N2MG south of Merit by twenty miles. RA19 asks if he was IMC because they are working a VFR in IMC and are trying to find a hole for him to get down through. Liberty East advises they would call to see if he was in IMC, RA19 acknowledges. OMIC calls SUP E to see if the controller working the aircraft is a certified pilot. SUP E advises he is and updates him on the situation and both concur that heading west appears the best option. R19 advises N593MS that he is turning pretty sharply and advises him to use the turn and slip to maintain level wings or visual. R19 asks N593MS if it is showing a vacuum lose.

1457 Unknown aircraft reports in the descent. R19 requests aircraft to say again and tells N593MS he appears to be in a sharp descent and to try to level the wings using the turn and slip. R19 tries to raise N593MS and advises him to use the turn coordinator to level the wings. SUP E advises OMIC they are no longer talking to N593MS and he is in a sharp descent.

1458 R19 calls for N593MS.

1459 R19 calls for N593MS. SUP E advises OMIC he would bring him a LAT/LONG. RA19 receives call from unknown controller who advises that the aircraft was IMC and they had no tops reports.

1500 OMIC receives call from headquarters. OMIC advises they had an emergency with a VFR aircraft encountering IFR conditions and advises the aircraft may have gone down but that is not confirmed.

1501 OMIC advises headquarters of the sequence of events and provides approximate location.

1502 OMIC advises headquarters the aircraft went up to FL193, started a rapid descent and lost communications. OMIC advises headquarters there have been no ELTs reported yet.

1506 OMIC calls New York TRACON (N90) and asks for Suffolk Tower's phone

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N593MS

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 30, 2018	REPORT NO. 18-005-ZBW
	NAME OF REPORTING FACILITY Boston ARTCC (ZBW)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

number, N90 advises they spoke to the tower.

1507 N90 advises OMIC they are calling Suffolk County Police Department and N90 is going to reach out to the Coast Guard as it may have gone down south of the beach. N90 asks if the OMIC had Coast Guard's number, OMIC advised he could look one up but if N90 found one, to call them.

1510 ZBW Air Traffic Manager (ATM) calls OMIC to ensure an ALNOT is issued and to inform the Rescue Coordination Center. OMIC advises an ALNOT is being issued and informs ATM he spoke with N90 who is contacting the Coast Guard.

1512 ALNOT issued. OMIC calls Rescue Coordination Center and discusses ALNOT.

1516 Regional Operations Center and OMIC discuss ALNOT.

2124 ALNOT canceled.

Block 12. ATO Personnel Involved, Continued.
 Chase D Johnston (JT), ZBW ARTCC, RA19 RA
 Kevin M Bianchi (QB), ZBW ARTCC, R32 R
 Adam M Currier (ND), ZBW ARTCC, OSIE FM
 Adam T Harvey (HA), ZBW ARTCC, OMIC OM
 Aaron Bailey (AN), ZBW ARTCC, STMC1 FM

No More Follows



Federal Aviation Administration

Memorandum

Date: October 30, 2018
To: Aircraft Accident File 18-005-ZBW
From: New York Terminal Radar Approach Control Facility
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N593MS
WESTHAMPTON, NY, October 13, 2018

This transcription covers the New York Terminal Radar Approach Control Facility (TRACON) 110 AR position for the time period from October 13, 2018, 1356 UTC, to October 13, 2018, 1507 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N593MS.

[REDACTED]
Robert Olsen
Quality Control Specialist
New York TRACON

Agencies Making Transmissions	Abbreviations
Piper PA-34	N593MS
New York TRACON LaGuardia Area HAARP	110
Position	
Boston ARTCC	ZBW

1356
(1357-1425)
1426

1426:47 N593MS approach this is ah seneca five nine three mike sierra
with you departing danbury airport requesting flight
following

1426:59 110 five nine three mike sierra squawk zero two three seven
and ident

1427:03 N593MS zero two three seven nine ident

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N593MS

1427:37 110 five nine three mike sierra radar contact three west of the field altimeters two nine eight six what is your destination and aircraft type

1427:44 N593MS we are sen we are a piper seneca and our destination is k j z i charleston executive airport

1427:57 110 three mike sierra proceed on course

1428:00 N593MS copy

1428:53 110 and three mike sierra what's gonna be the final altitude today

1428:58 N593MS five nine three mike sierra will be at eight thousand five hundred

1429 1429:03 110 roger

1429:19 N593MS pawling naarp mandoiff

1429:21 ZBW pawling

1429:22 110 yeah about four northwest of danbury on a code of zero two three seven

1429:25 ZBW okay who's that

1429:26 110 it's five nine three mike sierra

1429:29 ZBW alright

1429:30 110 seneca going to j z i

1429:33 ZBW j z i alright radar contact twenty uh thirty four three

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1429:39 110 alright he's climbing to eighty five

1429:40 ZBW okay thank you

1429:41 110 thanks a lot k r

1429:43 110 three mike sierra contact boston center one three four
actually ah stand by

1429:49 N593MS five nine three mike sierra say again

1429:53 110 and what's gonna be your on course heading for three mike
sierra

1429:56 N593MS five nine three mike sierra it'll be two one nine
1430

1430:11 110 pawling haarp

1430:12 ZBW pawling

1430:13 110 hey he's turning to a two ten heading so disregard

1430:15 ZBW okay alright thanks

1430:16 110 thanks a lot k r
1431
(1432-1435)
1436

1436:12 110 november three mike sierra departure one two four zero
seven

1436:18 110 november three mike sierra departure one two four zero
seven

1436:21 N593MS one two four zero seven roger
1437
(1438-1506)
1507

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N593MS

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End of Transcript

18-005-EBW
N593MS



Federal Aviation Administration

Memorandum

Date: October 30, 2018
To: Aircraft Accident File 18-005-ZBW
From: New York Terminal Radar Approach Control Facility
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N593MS
WESTHAMPTON, NY, October 13, 2018

This transcription covers the New York Terminal Radar Approach Control Facility (TRACON) 306 AR position for the time period from October 13, 2018, 1407 UTC, to October 13, 2018, 1528 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N593MS.

[REDACTED]
Robert Olsen
Quality Control Specialist
New York TRACON

Agencies Making Transmissions	Abbreviations
Piper PA-34	N593MS
New York TRACON ISP Area LOVES Position	306
New York TRACON Liberty Area East Position	512
Cessna C25B	N622MG
Piper PA-28	N2157Y

1407
(1408-1436)
1437

1437:06 N593MS new york departure this is five nine three mike sierra
with you at ah nine thousand two hundred

1437:11 306 november five nine three mike sierra new york altimeter
two nine eight six what's your destination

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N593MS

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1437:15 N593MS two nine eight six the destination is k v k j z i
charleston executive

1437:24 306 charleston south carolina

1437:25 N593MS affirmative

1437:26 306 okay what's your on course heading

1437:28 N593MS two one nine

1437:31 306 what altitude you climbing to

1437:34 N593MS eleven thousand five hundred

1437:49 N593MS approach do you know what the ah cloud tops are this is
five nine three mike sierra

1437:53 306 i do not have a tops report

1437:56 N593MS (unintelligible)

1437:58 306 negative on the tops

1438:00 N593MS copy

1438:01 306 east loves

1438:02 512 yeah go ahead

1438:03 306 three mike sierra's going to charleston south carolina

1438:06 512 alright

18-005-ZBW
N593MS

1438:07 306 climbing to twelve five he's turning to a two ten heading

1438:09 512 two ten heading okay he's radar
1439

1439:14 306 november five nine three mike sierra contact new york on
uh one one eight one seven they may have a tops report
for you

1439:23 N593MS one one eight point seven

1439:25 306 negative it's one one eight one seven one eighteen one
seven

1439:29 N593MS one one eight one seven thank you
1440
(1441-1455)
1456

1456:32 512 seall liberty ah east question

1456:33 306 yeah

1456:34 512 yeah can you find out if that two mike golf is in i m c ah
cause ah danbury has an emergency at nineteen they're
trying to get him down

1456:42 306 two mike golf turn left three zero zero

1456:45 512 thanks (unintelligible)

1456:46 306 (unintelligible) are you in i m c or you v m c

1456:49 N622MG uh we're i m c two mike golf

1456:51 512 i m c okay alright thanks
1457

1457:08 306 two one five seven yankee do you have a tops report at all

1457:13 N2157Y ah from here it looks like three thousand five hundred

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five seven yankee

1457:17 306 alright

1457:18 306 east loves

1457:19 512 yeah go ahead

1457:22 306 you said about that emergency going to danbury

1457:25 512 yeah he was no he's an emergency talking to danbury in the
cent in boston center right now they're trying to get him
down

1457:30 306 oh that three mike sierra guy by ah

1457:32 512 yeah that's him

1457:33 306 yeah alright

1457:34 512 alright

1457:35 306 yeah alright we don't have any tops or base report

1457:37 512 okay thank you

1458

(1459-1527)

1528

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 30, 2018
To: Aircraft Accident File 18-005-ZBW
From: New York Terminal Radar Approach Control Facility
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N593MS
WESTHAMPTON, NY, October 13, 2018

This transcription covers the New York Terminal Radar Approach Control Facility (TRACON) 512 DR position for the time period from October 13, 2018, 1408 UTC, to October 13, 2018, 1530 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N593MS.

[REDACTED]
Robert Olsen
Quality Control Specialist
New York TRACON

Agencies Making Transmissions	Abbreviations
Piper PA-34	N593MS
New York TRACON Liberty Area	512
North/East Departure Position	
Boston ARTCC	ZBW
New York TRACON Islip Area LOVES	306
Position	

1408
(1409-1437)
1438

1438:52 N593MS approach this is five nine three mike sierra with you at
ah eleven thousand

1438:56 512 november five nine three mike sierra new york departure
white palins altimeter two niner eight six and verify
again your altitude climbing to and heading

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N593MS

1439:05 N593MS two nine eight six we're climbing to eleven thousand five hundred and the heading is gonna be two two three

1439:11 512 roger

1439:13 N593MS do you have a report on the cloud tops

1439:16 512 and november three mike sierra i do not at this time

1439:20 N593MS copy
1440

1440:34 512 november three mike sierra verify type aircraft

1440:37 N593MS piper seneca

1440:38 512 roger
1441

1441:25 512 november three mike sierra reset transponder squawk three three four zero

1441:28 N593MS three three four zero
1442

1442:40 512 danbury two forty eight line liberty east manual v f r handoff

1442:46 ZBW yeah

1442:47 512 november three mike sierra what are you climbing to now

1442:50 512 about five miles (unintelligible) three four three zero

1442:51 N593MS five nine three mike sierra we're just ah climbing up another thousand feet to be v f r on top

1442:55 512 thirty four thirty

1442:57 ZBW thirty four zero zero

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1442:58 512 yup sorry that's him there

1442:59 ZBW yeah

1443:00 512 and it's november five nine three mike sierra p a thirty two landing at j z i he told me he's stopping at twelve five he's still climbing there

1443:15 ZBW jesus of course and i'm sure he's v f r too

1443:17 512 yeah

1443:18 ZBW five nine three mike sierra you said

1443:19 512 that's him

1443:21 ZBW radar contact

1443:22 512 alright thank you t b

1443:23 512 november three mike sierra contact boston center one three four point zero let them know what you're climbing to

1443:28 N593MS one three four point zero
1444

1444:43 ZBW east danbury forty eight

1444:45 512 liberty east

1444:46 ZBW i got a tops ah reported by american one nine ch and i had one at fifteen right where that three mike sierra is it's also i m c he hasn't come over yet though

1444:54 512 fifteen you said

1444:55 ZBW ah nineteen for the tops

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N593MS

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1444:56 512 on okay nineteen
1445
1445:03 N593MS approach five nine three mike sierra
1445:04 ZBW i can't hear you
1445:05 512 we'll try him again
1445:06 ZBW alright
1445:08 512 november three mike sierra boston center is one three four
point zero tops are reported at nineteen
1445:13 N593MS copy one three four point nine zero five nine three mike
sierra
1445:18 512 and that's one three four point zero thirty four zero
1445:20 N593MS thirty four zero
1446
1447
1447:05 ZBW liberty east danbury forty eight
1447:08 512 liberty east
1447:09 ZBW (unintelligible) five nine three mike sierra you just gave
me
1447:10 512 yeah
1447:11 ZBW he's in i f r conditions now v f r ah do you have ah see
if that jet speed six is v m c or anyone you got v m c
conditions we're trying to find (unintelligible)
1447:21 512 alright i'll try
1447:44 512 danbury east forty eight line

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N593MS

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1447:48 ZBW go ahead

1447:49 512 yeah jet speed six said he is v f r now just about to climb into the overcast

1447:53 ZBW okay v f r at ten ten thousand

1447:55 512 yeah he's at ten yep

1447:56 ZBW alright thanks (unintelligible)

1447:57 512 b t
1448
1449
1449:11 512 hey danbury east

1449:14 ZBW danbury

1449:15 512 so that v f r in i f r conditions

1449:17 ZBW he is right now he is right now he's an emergency we're turning him back west to put him into some (unintelligible)

1449:22 512 alright yeah he was he was at eleven five and was asking for a tops report i think he just decided to think he's gonna climb through it

1449:28 ZBW try to figure it out

1449:29 512 no i think he just decided that he was gonna climb through it and not tell anybody and get on try to get on top

1449:34 ZBW yeah now he's he's in and out of ah i m c completely right now so he's going back west towards (unintelligible)

1449:39 512 and he's is he ah he's not i f r capable

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N593MS

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1449:41 ZBW that's what we're trying to figure out i don't believe so
right now

1449:43 512 okay

1449:44 ZBW yeah

1449:44 512 alright let us know what you need

1449:45 ZBW okay appreciate it (unintelligible)
1450
(1451-1455)
1456
1456:01 ZBW east forty eight

1456:03 512 liberty east

1456:04 ZBW hey are you working anybody besides that dynasty

1456:06 512 ah i got the uh two mike golf he's an just south of um
merit now by about twenty miles

1456:13 ZBW okay

1456:14 512 he's gonna be headed over greki

1456:15 ZBW can you ask him if he's i m c

1456:16 512 alright

1456:17 ZBW i got v f r in i m c conditions he's (unintelligible)
nineteen i'm trying to find any kind of cloud a hole in
the clouds this guy can descend through

1456:24 512 alright i'll ah i'll call and ask seall if that guy's i m
c

1456:26 ZBW thank you

1456:32 512 soall liberty ah east question

1456:33 306 yeah

1456:34 512 yeah can you find out if that two mike golf is in i m c uh
cause there's a danbury has an emergency at nineteen
they're trying to get him down

1456:51 512 i m c

1456:52 306 i m c

1456:53 512 alright thanks
1457

1457:04 512 danbury two forty eight line liberty east

1457:18 306 east loves

1457:19 512 yeah go ahead

1457:22 306 you said about that emergency going to danbury

1457:25 512 yeah no he's an emergency talking to danbury in boston
center right now they're trying to get him down

1457:30 306 oh that three mike sierra guy by ah

1457:32 512 yeah that's him

1457:33 306 yeah alright

1457:35 306 we don't have a tops or base report

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1457:37 512 okay thank you
1458
1459
1459:30 512 danbury two forty eight line east

1459:33 ZBW danbury

1459:34 512 yeah two things islip doesn't have ah said that guy is ah
is in i m c they don't have any other tops reports and
also two mike golf can i give him to you at sixteen over
groki

1459:43 ZBW two mike golf at one six thousand approved
1500
(1501-1529)
1530

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 31, 2018

To: Aircraft Accident File 18-005-ZBW

From: Boston Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N593MS
WESTHAMPTON, NY, October 13, 2018

This transcription covers the Boston Air Route Traffic Control Center (ARTCC) R19 R position for the time period from October 13, 2018, 1412 UTC, to October 13, 2018, 1530 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N593MS.


karen k mcadam
QC Support Specialist
Boston ARTCC

Agencies Making Transmissions

Abbreviations

Unknown
Danbury Sector Radar Controller
New York TRACON Liberty East Sector
N593MS
Clipper Sector Radar Controller

UNK
R19
LE
N593MS
R32

1412
(1413-1441)
1442

1442:40 UNK danbury two forty eight line looking (unintelligable) v f
r hand off

1442:47 UNK danbury mike sierra what are you climbing to now about
five miles to the ah southwest of ah bridgeport there ah
code thirty four thirty

1442:57 R19 ah thirty four zero zero

18-005-ZBW
N593MS

1442:58 UNK yep sorry that's him there

1442:59 R19 yep

1443:00 UNK that's november five nine three mike sierra p a thirty two
landing j z i he told me he's stopping at twelve five
he's still climbing there

1443:14 R19 ha jesus of course

1443:16 UNK yeah

1443:16 R19 and i'm sure he's v f r too

1443:17 UNK yes

1443:17 R19 five nine three mike sierra you

1443:19 UNK that's him

1443:20 R19 radar contact

1443:21 UNK alright thank you t b
1444

1444:34 R19 november five niner three mike sierra bos

1444:43 R19 east danbury forty eight

1444:45 LE liberty east

1444:47 R19 hi the tops ah reported by american one nine oh and i had
one at ah fifteen right where that a three ah mike sierra
that's ah also i m c he hasn't come over yet though

1444:54 LE fifteen you said

1444:55 R19 ah nineteen for the tops

1444:56 LE oh okay nineteen alright thanks

1444:59 R19 three mike sierra (unintelligable)

1445:01 LE ah you were stepped on say again

1445:03 R19 three mike sierra he hasn't shown up (unintelligable) yet

1445:04 LE ah i can't hear you

1445:05 UNK we'll try him again

1445:06 R19 okay

1445:06 LE alright (unintelligable)

1445:33 N593MS approach this is five nine three mike sierra with you at
ah fifteen thousand

1445:36 R19 five nine three mike sierra boston center reset your
transponder squawk three five three three

1445:44 R19 and three mike sierra just be advised ah right where you are
right at your altitude i've had numerous reports that it's ah
currently i m c just confirm that you are v f r v m c
conditions

1445:53 N593MS five nine three mike sierra we are v m c um trying to
maintain v m c could you ah vector us ah we're v m c we
ah have ah unreliable artificial horizon right now

1446:06 R19 three mike sierra roger and ah look you you said you ah
don't have your i m c then

1444:55 R19 ah nineteen for the tops

1444:56 LE oh okay nineteen alright thanks

1444:59 R19 three mike sierra (unintelligable)

1445:01 LE ah you were stepped on say again

1445:03 R19 three mike sierra he hasn't shown up (unintelligable) yet

1445:04 LE ah i can't hear you

1445:05 UNK we'll try him again

1445:06 R19 okay

1445:06 LE alright (unintelligable)

1445:33 N593MS approach this is five nine three mike sierra with you at
ah fifteen thousand

1445:36 R19 five nine three mike sierra boston center reset your
transponder squawk three five three three

1445:44 R19 and three mike sierra just be advised ah right where you
are right at your altitude i've had numerous reports that
it's ah currently i m c just confirm that you are v f r v
m c conditions

1445:53 N593MS five nine three mike sierra we are v m c um trying to
maintain v m c could you ah vector us ah we're v m c we
ah have ah unreliable artificial horizon right now

1446:06 R19 three mike sierra roger and ah look you you said you ah
don't have your i m c then

1446:13 UNK we are in and out of ah i m c and v f r

1446:15 R19 okay um five three mike sierra let me see if i can find some ah i f r conditions for you

1446:20 UNK copy

1446:41 R19 and ah three mike sierra um i'm going to see if i can find some v f r conditions um at this point i am going to declare an emergency on your behalf um the bridgeport altimeter two niner eight six

1446:52 UNK copy two niner eight six

1446:56 R32 sector thirty two

1446:58 R19 hi uh three mike sierra just came on my frequency here he's ah v f r ah ah i guess in and out of i m c he says but ah a bad artificial horizon i'm trying to find some v f r conditions for him just kind of scrambling did you have anything good

1447:11 R32 i do not ah but let let i'll try to get a pirep for you

1447:16 R19 okay

1447:17 R32 thank you

1447:21 N593MS approach this is ah five nine three mike sierra can you say our our squawk again

1447:27 R19 ah three mike sierra the squawk was ah five three five three three and forty six

1447:35 R32 and thirty two tops were reported around twenty three

1447:38 R19 what's that

1447:39 R32 twenty three for the tops

1447:40 R19 alright tops at twenty three okay

1447:42 R32 yeah

1447:42 R19 thanks

1447:43 R32 see ya

1447:48 UNK (unintelligable)

1447:51 R19 yeah i'm trying to deal with an emergency right now

1447:54 UNK okay

1447:54 R19 one second
1448

1448:05 R19 and november three mike sierra i do have some ah v f r
conditions ah if you can start a left turn to a heading
of three zero zero and ah i have v f r conditions
reported below ten thousand

1448:15 UNK copy left turn three three zero

1448:19 UNK left turn three three zero

1448:19 R19 and three mike sierra it's a left turn to a three zero
zero

1448:24 UNK three zero zero

1448:33 R32 sector thirty two

1448:34 R19 hey i'm going to steal the ah three mike sierra back and
ah sounds good v f r for him to the west so

1448:38 R32 alright thank you

1448:39 R19 alright

1448:39 R32 (unintelligable)
1449

1449:02 R19 november three mike sierra are you ah i f r equipped and capable

1449:07 UNK we are ah i f r equipped and capable however our artificial horizon is currently unreliable

1449:16 R19 november three mike sierra roger do you an airport that you would like to return to

1449:19 UNK nearest ah v f r airport

1449:22 R19 three mike sierra roger um let me see what i can find here

1449:40 R19 three mike sierra are you able that left hand turn

1449:45 UNK ah negative right now

1449:47 R19 okay november three mike sierra i'm showing you in a slow right hand turn are you turning to the right then

1449:54 UNK we are ah maintaining straight and level we do have the sun above us and we're using the sun as (unintelligable)

1450:00 R19 three mike sierra roger looks like you are ah in a little bit of a right hand turn um i know you said your attitude indicator was bad do you have ah a turn and slip that you could level off the wings with

1450:09 UNK yes

1450:11 R19 three mike sierra roger why don't you use that to ah just

to level the wings for now and ah let me know when you're ready to make a turn towards the west

1450:18 UNK copy

1450:52 R19 and ah november three mike sierra ah currently the ah the westchester airport reporting few ah two thousand two hundred overcast five thousand five hundred ah when you're able um i can start getting you vectors ah towards that just let me know when you want want to start that turn

1451:10 N593MS copy five nine three mike sierra

1451:14 R19 and three mike sierra the ah the westchester airport is a three hundred heading from you right now ah basically a hundred and eighty degrees if you could start a ah maybe a standard rate turn either left or right um for one minute that's that's would just point right towards it

1451:30 UNK (unintelligable) tower could you tell us what the tops are on the clouds

1451:34 R19 three mike sierra ah last report i had in that area was around flight level one niner zero

1451:41 UNK copy we are going to climb to one niner zero

1451:44 R19 three mike sierra roger ah understand ah under the emergency you're climbing to one niner zero roger

1452

1452:16 R19 ah three mike sierra about twenty to your west ah one report of the tops right around flight level two zero zero so you may have to go get higher

1452:23 UNK alright copy we are v f r on top currently can you ah vector us um

1452:31 R19 and three mike sierra roger you are v f r on top um if you wanted the westchester airport ah that is a three zero

zero heading from your current position

1452:40 UNK yeah we will not be able to descend into clouds we are v f
r on top can you vector us to where the clouds
(unintelligable) are clear

1452:46 R19 okay i will ah i will get on the phone with our weather
people and find you ah an an airport that is ah is
reporting clear

1452:53 N593MS copy five nine three mike sierra
1453

1453:19 R19 november three mike sierra uh if you would start a turn ah
towards the west but ah at least gonna put ya in the
direction of where the weather is going to be better

1453:28 N593MS copy turning west five nine three mike sierra
1454

1454:59 R19 november three mike sierra um i see you still ah heading
to the ah the southeast um are you able to ah start a
turn to the west at all or no

1455:08 UNK no we are starting to (unintelligable) to the west

1455:11 R19 okay yeah like i said i recommend this you know a set
standard rate turn and probably your best bet for keeping
you know a good turn going for yourself

1455:20 UNK copy

1455:37 R19 november tree mike sierra how many souls on board and how
much fuel remaining in time just to ah get an idea of
where we can get you to

1455:44 UNK we have ah four hours of fuel and three souls on board

1455:48 R19 four hours of ah fuel and three souls thank you
1456

1456:59 R19 and three mike sierra ah it again it looks like your sort
of turning ah pretty sharply um in a descent turning

(unintelligible) to maintain wings level or uh
(unintelligible)

1457:15 UNK we're in a descent five mike

1457:19 R19 november three mike sierra say again looks like you're in
a sharp descent if you can just try to level those ah the
wings using the ah turn and slip

1457:36 R19 november three mike sierra bos

1457:49 UNK we're descending

1457:55 R19 three mike sierra if you can try and use the turn
coordinator just to level the wings

1458

1458:26 R19 november three mike sierra boston center

1459:00 R19 november three mike sierra boston center

1459
(1500-1529)
1530

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 31, 2018
To: Aircraft Accident File 18-005-ZBW
From: Boston Air Route Traffic Control Center
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N593MS
WESTHAMPTON, NY, October 13, 2018

This transcription covers the Boston Air Route Traffic Control Center (ARTCC) R32 R position for the time period from October 13, 2018, 1416 UTC, to October 13, 2018, 1553 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N593MS.



karen k mcadam
QC Support Specialist
Boston ARTCC

Agencies Making Transmissions	Abbreviations
ZBW Clipper Sector Radar Position	R32
ZBW Danbury Sector Radar Position	R19
Unknown	UNK
ZBW Danbury Sector Radar Associate Position	RA19
Relieving Radar Controller Clipper Sector	R32A

1416
(1417-1445)
1446

1446:56 R32 sector thirty two

1446:58 R19 hi uh three mike sierra just came on my frequency here
he's ah v f r ah ah a i guess in and out of i m c he says
but ah a bad artificial horizon i'm trying to find some v
f r conditions for him just (unintelligable)

18-005-ZBW
N593MS

1447:11 R32 i do not ah but let let i'll try to get a pirep for you

1447:16 R19 okay

1447:17 R32 thank you

1447:25 UNK the squawk again

1447:27 R19 and ah three mike sierra the sqauwk was ah five three five three three and forty six

1447:35 R32 and thirty two tops were reported around twenty three

1447:38 R19 what's that

1447:39 R32 twenty three for the tops

1447:40 R19 alright tops at thwenty three okay

1447:42 R32 yeah

1447:42 R19 thanks

1447:43 R32 see ya
1448

1448:33 R32 sector thirty two

1448:34 R19 hey i'm going to steal the ah three mike sierra back and ah sounds good v f r for him to the west so

1448:38 R32 alright thank you

1448:39 R19 alright

1448:40 R32 (unintelligable)

1449
1450
1451
1451:50 R32 hey thirty two

1451:52 RA19 yeah this is ah danbury we have a v f r in i m c
conditions it's ah mike sierra just put on your scope

1451:58 R32 yeah ah yep

1451:59 RA19 you know about him right he's going to climb up to
nineteen he's trying to get out of it

1452:02 R32 alright he's a i'm i'm keeping an eye on him your control

1452:05 RA19 okay he might have already asked you do you have any tops
reports over there at all

1452:07 R32 twenty three

1452:08 RA19 twenty three okay
1453
1454
1454:05 R32 this is sector thirty two

1454:07 RA19 yeah nineteen do you have any reports to the southeast of
three mike sierra that are reporting clear at all

1454:11 R32 um

1454:12 RA19 anything nearby i know he's out over tah long island off
the (unintelligable)

1454:16 R32 anything clear nearby i um let me give you a call back

1454:20 RA19 okay

1454:21 R32 we have this um american over (unintelligable) this
american over sandy point and he said he's not seeing
anything and he's at twenty eight um

1454:30 RA19 okay

1454:30 R32 i don't think anything to the east is clear

1454:32 RA19 okay alright thanks
1455
(1456-1521)
1522

1522:03 R32 sector thirty two rides um no one's really been
complaining into kennedy however providence arrivals
reported continuous light turbulence on the descent

1522:11 R32A okay

1522:12 R32 um i haven't had any ah deviations or icing reports and
altimeters are not good you've got the board we're just
doing radar to kennedy um about twenty minutes ago there
was a v f r that we believe that crashed um went up too
nineteen here and danbury was working the whole time

1522:31 R32A right and (unintelligable)

1522:32 R32 you heard about that

1522:33 R32A yep

1522:34 R32 alright
1523
(1524-1552)
1553

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 31, 2018

To: Aircraft Accident File 18-005-ZBW

From: Boston Air Route Traffic Control Center

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N593MS
WESTHAMPTON, NY, October 13, 2018

This transcription covers the Boston Air Route Traffic Control Center (ARTCC) RA19 RA position for the time period from October 13, 2018, 1421 UTC, to October 13, 2018, 1530 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N593MS.

[REDACTED]

QC Support Specialist
Boston ARTCC

Agencies Making Transmissions

Abbreviations

Unknown	UNK
ZBW Danbury Sector Radar Position	R19
ZBW Clipper Sector Radar Position	R32
ZBW Danbury Sector Radar Associate Position	RA19
N593MS	N593MS
New York TRACON Liberty East Sector	LE

1421
(1422-1450)
1451

1451:32 UNK could you tell us what the tops are on the clouds

1451:34 R19 three mike sierra ah last report i had in that area was
around flight level one niner zero

1451:41 UNK copy we are going to climb to one niner zero

18-005-ZBW
N593MS

1451:44 R19 three mike sierra roger ah understand ah under the emergency you're climbing to one niner zero roger

1451:50 R32 hey thirty two

1451:52 RA19 yeah this is ah danbury we have a v f r in i m c conditions it's ah three mike sierra just put on your scope

1451:58 R32 yeah ah yep

1451:59 RA19 you know about him right he's going to climb up to nineteen he's trying to get out of it

1452:02 R32 alright he's a i'm i'm keeping an eye on him your control

1452:05 RA19 okay he might have already asked you do you have any tops reports over there at all

1452:07 R32 twenty three

1452:08 RA19 twenty three okay

1452:16 R19 ah three mike sierra about twenty to your west ah one report of the tops right around flight level two zero zero so you may have to go get higher

1452:23 UNK alright copy we are v f r on top currently can you ah vector us um

1452:31 R19 and three mike sierra roger you are v f r on top um if you wanted the westchester airport ah that is a three zero zero heading from your current position

1452:40 UNK yeah we will not be able to descend into clouds we are v f r on top can you vector us to where the clouds (unintelligable) are clear

1452:46 R19 okay i will ah i will get on the phone with our weather people and find you ah an an airport that is ah is reporting clear

1452:53 N593MS copy five nine three mike sierra
1453

1453:19 R19 november three mike sierra uh if you would start a turn ah towards the west but ah at least gonna put ya in the direction of where the weather is going to be better

1453:28 N593MS copy turning west five nine three mike sierra
1454

1454:05 R32 this is sector thirty two

1454:07 RA19 yeah nineteen do you have any reports to the southeast of three mike sierra that are reporting clear at all

1454:11 R32 um

1454:12 RA19 anything nearby i know he's out over tah long island off the (unintelligable)

1454:16 R32 anything clear nearby i um let me give you a call back

1454:20 RA19 okay

1454:21 R32 we have this um american over (unintelligable) this american over sandy point and he said he's not seeing anything and he's at twenty eight um

1454:30 RA19 okay

1454:30 R32 i don't think anything to the east is clear

1454:32 RA19 okay alright thanks

1454:59 R19 november three mike sierra um i see you still ah heading to the ah the southeast um are you able to ah start a

turn to the west at all or no

1455:08 UNK no we are starting to (unintelligable) to the west

1455:11 R19 okay yeah like i said i recommend this you know a set standard rate turn and probably your best bet for keeping you know a good turn going for yourself

1455:20 UNK copy

1455:37 R19 november tree mike sierra how many souls on board and how much fuel remaining in time just to ah get an idea of where we can get you to

1455:44 UNK we have ah four hours of fuel and three souls on board

1455:48 R19 four hours of ah fuel and three souls thank you

1456:00 RA19 east forty eight

1456:04 LE liberty east

1456:04 RA19 hey you workin anybody besides that dynasty

1456:06 LE ah got the two two mike golf he's ah just south of um merit now by about twenty miles

1456:13 RA19 okay

1456:14 LE (unintelligible) over greki

1456:14 RA19 can you ask him if he's i m c

1456:16 LE alright

1456:16 RA19 i i got ah v f r in i m c conditions

1456:18 LE alright i'll call (unintelligible)

1456:18 RA19 (unintelligible) i'm trying to find any kind of cloud hole in the clouds that this guy can descend through

1456:24 LE alright i'll i'll call (unintelligible) and ask if that guy's i m c now

1456:26 RA19 thank you

1456:59 R19 and three mike sierra ah it again it looks like your sort of turning ah pretty sharply um in a descent turning (unintelligible) to maintain wings level or uh (unintelligible)

1457:15 UNK we're in a descent five mike

1457:19 R19 november three mike sierra say again looks like you're in a sharp descent if you can just try to level those ah the wings using the ah turn and slip

1457:36 R19 november three mike sierra bos

1457:49 UNK we're descending

1457:55 R19 three mike sierra if you can try and use the turn coordinator just to level the wings

1458

1458:26 R19 november three mike sierra boston center

1459:00 R19 november three mike sierra boston center

1459:34 RA19 danbury

1459:35 UNK two things islip doesn't have ah said that guy is in i m c

1456:16 RA19 i i got ah v f r in i m c conditions

1456:18 LE alright i'll call (unintelligible)

1456:18 RA19 (unintelligible) i'm trying to find any kind of cloud hole in the clouds that this guy can descend through

1456:24 LE alright i'll i'll call (unintelligible) and ask if that guy's i m c now

1456:26 RA19 thank you

1456:59 R19 and three mike sierra ah it again it looks like your sort of turning ah pretty sharply um in a descent turning (unintelligible) to maintain wings level or uh (unintelligible)

1457:15 UNK we're in a descent five mike

1457:19 R19 november three mike sierra say again looks like you're in a sharp descent if you can just try to level those ah the wings using the ah turn and slip

1457:36 R19 november three mike sierra bos

1457:49 UNK we're descending

1457:55 R19 three mike sierra if you can try and use the turn coordinator just to level the wings

1458

1458:26 R19 november three mike sierra boston center

1459:00 R19 november three mike sierra boston center

1459:34 RA19 danbury

1459:35 UNK two things islip doesn't have ah said that guy is in i m c

they don't have any other ah tops reports and also two
mike golf can i give him to you sixteen over greki

1459:43 RA19 two mike golf at one six thousand is approved

1459:44 UNK (unintelligible)
1500
(1501-1529)
1530

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 31, 2018
To: Aircraft Accident File 18-005-ZBW
From: Boston Air Route Traffic Control Center
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N593MS
WESTHAMPTON, NY, October 13, 2018

This transcription covers the Boston Air Route Traffic Control Center (ARTCC) OSIE FM position for the time period from October 13, 2018, 1420 UTC, to October 13, 2018, 1558 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N593MS.

[REDACTED]
karen k mcadam
QC Support Specialist
Boston ARTCC

Agencies Making Transmissions

ZBW Operations Manager in Charge
ZBW Area E Supervisor
Operations Manager in Charge Assistant
New York TRACON
Unknown Individual

Abbreviations

OMIC
SUP E
OMIC AST
N90
UNK

1420
(1421-1449)

1450

1450:26 OMIC watchdesk adam

1450:27 SUP E hey it's adam in e

1450:28 OMIC sup

1450:29 SUP E just giving you a heads up we're working an ah we had ah v

18-005-ZBW
N593MS

f r that went into i m c conditions and he's an emergency
umm november five nine three mike sierra sector
nineteen's working him right now we're trying to get him
back out of the weather and into v m c conditions and get
him an airport to go to

1450:46 OMIC okay what's his location

1450:47 SUP E ahh currently he's umm

1450:50 OMIC or what sector did you say

1450:51 SUP E nineteen

1450:53 OMIC okay okay alright thank you

1450:55 SUP E alright thank you bye
1451
1452
1453

1453:11 OMIC AST watchdesk aaron

1453:12 SUP E hey aaron what's the number for weather

1453:15 OMIC AST ah we got 'um here do you want them to come down

1453:17 SUP E ah yeah

1453:17 OMIC AST okay

1453:18 SUP E actually no no i'll come down

1453:18 OMIC AST no okay

1453:20 SUP E (unintelligible)
1454
1455

1456
1456:13 SUP E e adam

1456:14 OMIC hey do you have ah someone down there to help you that's
pilot ah pilot certified

1456:18 SUP E yeah mike's talking to him mike's

1456:20 OMIC oh lynch is okay alright do you need anybody else

1456:22 SUP E (unintelligible)

1456:23 OMIC you got hench you got henchy here too pretty experienced
you got other people around ah but if you need someone
else say the

1456:28 SUP E yeah i'll let you know yeah

1456:29 OMIC okay

1456:30 SUP E we're just trying he doesn't want to go down through the
clouds

1456:32 OMIC yeah it looks like westbound is the best best thing

1456:34 SUP E yeah that's what we're trying to get him to do

1456:35 OMIC okay alright

1456:36 SUP E alright

1456:36 OMIC bye

1456:36 SUP E good bye
1457

1457:52 OMIC hey

1457:53 SUP E hey we're not talking to him anymore he's in a sharp descent

1457:55 OMIC yep see him alright

1457:56 SUP E bye
1458

1459:00 OMIC watchdesk

1459:01 SUP E hey i'm gonna bring a lat long up to you here in a second

1459:03 OMIC kay
1500
1501
1502

1502:40 SUP E area e adam

1502:41 N90 hi this is liz from new york tracon um i was wondering if you guys knew anything about a v f r november five nine three mike sierra

1502:47 SUP E yeah we were workin him ah he was ah v f r in i m c conditions umm he climbed up

1502:52 N90 did you get

1502:52 SUP E to ah one nine oh

1502:54 N90 he climbed to nineteen

1502:55 SUP E yeah

1502:55 N90 technically v f r for him i guess

1502:57 SUP E yeah he tried to get v f r on top and try to provide service get him ah into ah v m c conditions then we lost track on him so ah we're sending out an alnot now and ah (unintelligible) that we have ah he's in a coast track

now

1503:08 N90 okay awesome

1503:09 SUP E alright

1503:09 N90 thank you so much

1503:09 SUP E alright thank you bye
1504

1504:10 SUP E yo

1504:10 OMIC did you get lynch off position

1504:11 SUP E yep

1504:11 OMIC alright

1505

(1506-1525)

1526

1526:54 SUP E hey

1526:54 UNK hey

1526:55 SUP E are you with mike

1526:56 UNK i am not

1526:57 SUP E oh ah alright eyewitness just ah put on the ah they put on
the den that an eyewitness saw ah one mile south of
suffolk go in the water

1527:05 UNK okay

1527:05 SUP E so alright

Page 6 of 6

1527:06 UNK okay thanks

1527:07 SUP E bye

1527:08 UNK yep

1528

(1529-1557)

1558

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 31, 2018
To: Aircraft Accident File 18-005-ZBW
From: Boston Air Route Traffic Control Center
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N593MS
WESTHAMPTON, NY, October 13, 2018

This transcription covers the Boston Air Route Traffic Control Center (ARTCC) OMIC OM position for the time period from October 13, 2018, 1420 UTC, to October 13, 2018, 1615 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N593MS.

[REDACTED]
karen k mcadam
QC Support Specialist
Boston ARTCC

Agencies Making Transmissions

ZBW Operations Manager in Charge
ZBW Area E Supervisor
ZBW Operations Manager in Charge
Assistant
Headquarters
New York TRACON
Unknown
ZBW Air Traffic Manager
Rescue Coordination Center
Flight Service Station
Regional Operations Center

Abbreviations

OMIC
SUP E
OMIC AST
HQ
N90
UNK
ATM
RCC
FSS
ROC

1420
(1421-1449)
1450

1450:26 OMIC watchdesk adam

1450:27 SUP E hey it's adam in e

18-005-ZBW
N593MS

1450:28 OMIC sup

1450:29 SUP E we're working an ah we had ah v f r that went into i m c conditions and he's an emergency umm november five nine three mike sierra sector nineteen's working him right now we're trying to get him back out of the weather and into v m c conditions and get him an airport to go to

1450:46 OMIC okay what's his location

1450:47 SUP E ahh currently he's umm

1450:50 OMIC or what sector did you say

1450:51 SUP E nineteen

1450:53 OMIC okay okay alright thank you

1450:55 SUP E alright thank you bye
1451
1452
1453

1453:11 OMIC AST watchdesk aaron

1453:12 SUP E hey aaron what's the number for weather

1453:15 OMIC AST ah we got 'um up here do you want them to come down

1453:17 SUP E ah yeah

1453:17 OMIC AST okay

1453:18 SUP E actually no no i'll come down

1453:18 OMIC AST no okay

1453:20 SUP E (unintelligible)
1454
1455
1456
1456:13 SUP E e adam

1456:14 OMIC hey do you have ah someone down there to help you that's
pilot ah pilot certified

1456:18 SUP E yeah mike's talking to him mike's

1456:20 OMIC oh lynch is okay alright do you need anybody else

1456:22 SUP E (unintelligible)

1456:23 OMIC you got hench you got henchy here too pretty experienced
you got other people around ah but if you need someone
else say the

1456:28 SUP E yeah i'll let you know yeah

1456:29 OMIC okay

1456:30 SUP E we're just trying he doesn't want to go down through the
clouds

1456:32 OMIC yeah it looks like westbound is the best best thing

1456:34 SUP E yeah that's what we're trying to get him to do

1456:35 OMIC okay alright

1456:36 SUP E alright

1456:36 OMIC bye

1456:36 SUP E good bye
1457

1457:52 OMIC hey

1457:53 SUP E hey we're not talking to him anymore he's in a sharp descent

1457:55 OMIC yep see him alright

1457:56 SUP E bye
1458

1459:00 OMIC watchdesk

1459:01 SUP E hey i'm gonna bring a lat long up to you here in a second

1459:03 OMIC kay
1500

1500:39 OMIC boston center watchdesk adam speaking

1500:42 HQ hi my name is loria headquarters (unintelligible)

1500:43 OMIC hey how you doin i i have an emergency situation ah on a v f r that encounterd i f r and i think ah we we may have a ah ish situation with a plane might have gone down but we haven't confirmed that yet

1500:55 HQ umm okay what's the call sign

1500:57 OMIC it is ah november five nine three mike sierra
1501

1501:01 HQ okay

1501:02 OMIC and ah they were talking to him around nineteen fifty zulu i'm sorry ah fifteen fifty zulu um entered i f r conditions ah haven't got all the information yet but it looked like they were trying to point him westbound out of the ah the weather he did climb up um about nineteen thousand feet ah he was v f r and then ah from what we were watching of the radar um looked like a loss of altitude pretty quickly and then they lost radio

communication at the same time so i haven't confirmed anything yet but that's all the information i have at this time

1501:37 HQ okay and ah approximately what location

1501:39 OMIC ah right around um probably hold on one second it's pretty close to hampton hotel tango oscar but let me check alright it would be about twelve miles west of hotel tango oscar

1502:02 HQ okay so you said he climbed all the way up to nineteen thousand feet

1502:04 OMIC yeah it was like nineteen three and then ah you know we watched the ah altitude go go down pretty sss ah quickly as as they lost radio communication

1502:12 HQ okay and umm no e l t reports or any

1502:14 OMIC ah none of yet

1502:16 HQ okay alright keep us ah informed

1502:17 OMIC alright thank you

1502:18 HQ alright thanks that's all

1503 yo

1504 SUP E

1504:10 OMIC did you get lynch off position

1504:11 SUP E yep

1504:11 OMIC alright

1505
1506

communication at the same time so i haven't confirmed anything yet but that's all the information i have at this time

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1502:14 OMIC ah none of yet

1502:16 HQ okay alright keep us ah informed

1502:17 OMIC alright thank you

1502:18 HQ alright thanks that's all
1503
1504

1504:10 SUP E yo

1504:10 OMIC did you get lynch off position

1504:11 SUP E yep

1504:11 OMIC alright
1505
1506

1506:50 N90 new york tracon john (unintelligible)

1506:51 OMIC hi how you doin it's adam at boston watchdesk here ah do you have a number for suffolk tower handy

1506:58 N90 ah we spoke we we talked to suffolk tower

1507:01 OMIC you did okay

1507:01 N90 we're actually calling suffolk county fire police department i want to reach out to the coast guard too

1507:06 OMIC yep

1507:06 N90 it looks like it may have went it may have went just south of the ah just south of the beach

1507:10 OMIC okay

1507:11 N90 do you guys have a number for the coast guard cause we're gonna try reach em at reach out over here

1507:14 OMIC umm i don't have if you have it there go for it callem i'd have to look it up at this point but i can um you know ah if you have one go for it givem a call

1507:23 N90 alright sir

1507:24 OMIC alright

1507:25 N90 okay

1507:25 OMIC okay thanks

1507:25 N90 bye
1508

1508:39 OMIC boston center watch desk adam speaking

1508:41 UNK hey adam this is (unintelligible) this is my last question

1508:44 OMIC okay

1508:45 UNK of the evening umm b c t oh seven line that's the i a
three eleven

1508:50 OMIC okay

1508:51 UNK what ah sectors use that

1508:54 OMIC what is it again

1508:55 UNK b c t oh seven it goes to a ninety

1508:58 OMIC ahh i don't know umm you know and ah i we i think we just
had an aircraft accident here so i'm

1509:05 UNK okay (unintelligible)

1509:06 OMIC i'm gonna have to raincheck with you

1509:07 UNK see you later

1509:55 OMIC boston center watchdesk adam speaking

1509:57 ATM hi adam it's tarah park sorry

1509:58 OMIC hey

1509:58 ATM (unintelligible)

1509:58 OMIC no it's alright

1509:59 ATM i just wanted to make sure your um putting out an alnot
and ah

1510:02 OMIC yep

1510:02 ATM contacting the r c c okay

1510:03 OMIC yes we are putting out an alnot as we speak n ninety's ah
contacted ah um ah coast guard as well cause they think
it was close to the water so

1510:14 ATM (unintelligible)

1510:15 OMIC yeah we're ah plugging away

1510:16 ATM alright i'm gonna let you go then

1510:18 OMIC okay

1510:18 ATM thank you

1510:18 OMIC alright bye

1510:19 ATM alright bye

1511

1512

1512:06 RCC air force rescue center sergeant harrison

1512:08 OMIC hey how you doing it's adam from ah boston center

1512:11 RCC (unintelligible)

1512:11 OMIC we might have ah think we might have an aircraft accident

1512:15 RCC okay

1512:16 OMIC and wondering if you've ah have anything any ah hits or anything on ah e l ts or anything

1512:22 RCC i have no hits in your airspace on anything

1512:25 OMIC okay ah just to give you a heads up it's ah umm

1512:29 RCC five nine three mike sierra

1512:30 OMIC yes or three nine what is it yes five nine three mike sierra yep

1512:36 RCC okay so we think this guy went down near those coordinates that you're saying

1512:41 OMIC okay

1512:42 RCC no is that what you're telling me like i'm trying like

1512:44 OMIC yes ah so we had he went ah v f r into i f r conditions

1512:49 RCC okay

1512:50 OMIC climbed up to around nineteen thousand feet which is you know ah above v f r conditions tried to get on top and then we did notice a ah visually watch a loss of altitude and ah radios at the same time

1513:04 RCC copy that are you sending have you been in contact with the law enforment in that area to send them out there yet or ah

1513:10 OMIC umm i believe n ninety has but i'll will double check ah to make sure

1513:14 RCC copy yeah do that and then we'll start working our end see if we can get a better radar pictures with our guys to see

1513:19 OMIC okay

1513:19 RCC a last known position but yeah we will start (unintelligible) do you happen to have i know he went v f r in i f r condition was he squawking tweleve hundred or

1513:29 OMIC he was um

1513:30 RCC or was he (unintelligible) squawk

1513:31 OMIC hold on hold on

1513:33 RCC get me a mission on this guy

1513:36 OMIC i think he was on three five three three was his code

1513:40 RCC three five three three

1513:41 OMIC yep

1513:42 RCC alright yeah we'll ah look into it but yeah if you could get with n ninety to see if they got law enforcement heading out to that area just to do a quick quick search we'll work on our end to try to see what we can find

1513:55 OMIC okay alright thank you

1513:56 RCC alright thanks for the call
1514

1514:11 N90 new york tracon john (unintelligible)

1514:13 OMIC hey john it's adam at boston again ah did you say you were gonna have any law enforcement or anything ah

1514:18 N90 we got everybody we called

1514:19 OMIC you got everybody okay just double checking

1514:19 N90 (unintelligible) p d south hampton i i called the coast guard directly we have one of the umm jolly guys goin out there he's dropping

1514:27 OMIC okay

1514:28 N90 some people so we're getting everybody out there

1514:30 OMIC okay thank you very much

1514:31 N90 no problem

1514:31 OMIC alright

1514:44 RCC air force rescue sergeant harrison

1514:45 OMIC hey it's adam again from boston ah i did talk to n ninety new york tracon they do have ah they contacted the coast guard suffolk ah which ah suffolk police and hampton police have all been called

1514:57 RCC copy that

1514:58 OMIC alright

1514:59 RCC alright

1514:59 OMIC alright thanks

1515

1516

1516:24 OMIC boston center watch desk adam speaking

1516:27 FSS hey boston this is flight service calling ah just received the alnot for the november three five niner mike sierra

1516:34 OMIC okay

1516:35 FSS ah i responded we have no information in our system from him at all do you need any further assistance at

1516:40 OMIC ah not at this time but ah i'll call you back if i need anything okay thank you

1516:45 FSS you're welcome

1516:45 OMIC alright

1516:46 FSS j w

1516:51 OMIC boston center watchdesk adam speaking

1516:53 ROC hey adam how you doing it's mirabelle from the operations center

1516:56 OMIC hey i was just about to call you yep

1516:58 ROC you did call me i ah ah ah looked and i said oh good they read my mind

1517:02 OMIC ha ha ha

1517:02 ROC cause i was picking up the phone to say you should call me because i'm having problems sometimes we do have problems with our system

1517:09 OMIC yep

1517:10 RCC and you might put ah ah alnot in and we might not even

know it and that occurred just now my coworker

1517:15 OMIC yeah we did we put in the alnot a couple minutes ago

1517:17 ROC yeah alright

1517:17 OMIC yeah

1517:18 ROC thank you so much

1517:19 OMIC yep

1517:20 ROC alright

1517:20 OMIC and and this is the roc you said right

1517:21 ROC yes yes yes

1517:22 OMIC okay just double checking i'm ah

1517:23 ROC yeah you did call me

1517:23 OMIC (unintelligible)

1517:24 ROC i don't know what happened you hung up on me

1517:26 OMIC yeah we got a couple things going on so

1517:27 ROC okay great (unintelligible)

1517:28 OMIC alright thank you very much

1517:30 ROC t z buh bye
1518

(1519-1536)

1537

1537:49 UNK yeah boston center i'm on the line with tracon they found
november five niner five mike sierra

1537:53 OMIC okay

1537:54 UNK he crashed three miles south of ah gabreski foxtrot oscar
kilo

1537:59 OMIC okay fox oscar kilo

1538:01 UNK yeah you want me to conference him in with with us

1538:04 OMIC ah yeah you can if you want

1538:05 UNK alright

1538:05 OMIC i'm just going through my check

1538:06 UNK alright

1538:06 OMIC list here so

1538:07 UNK alright hold on hold on

1538:09 UNK they found him three (unintelligible)

1538:11 UNK alright gentlemen john i'm on the line with ah boston
center so you'll brief us both what do you got

1538:17 N90 hello boston center who is it adam

1538:18 OMIC yeah it's adam

1538:19 N90 hey listen i think we found the guy

1538:20 OMIC okay

1538:21 N90 umm november five this is to the ah r o c

1538:23 ROC yeah

1538:24 N90 november five niner three mike sierra piper seneca

1538:27 ROC um hmm

1538:28 N90 ah appears to have ah crashed about three miles south of gabreski airport foxtrot oscar kilo umm

1538:36 ROC what kind of an area is that ah john is it wooded is it what

1538:40 N90 well he's about he's about a mile off the beach

1538:42 OMIC water yeah

1538:42 ROC okay

1538:44 N90 he's in the water now we found an oil slick and now it looks like ah we had one of the ah ah jolly helicopters may have found ah ah a deceased floater

1538:54 ROC okay

1538:54 N90 we're trying to figure out how many people were onboard

1538:55 OMIC three three souls onboard from boston center

1538:58 ROC three souls onboard okay

1539:00 OMIC yeah

1539:01 N90 three souls onboard

1539:01 OMIC yes

1539:02 N90 ah he provided that information

1539:03 OMIC yes yeah we were talking to him at the time of the incident

1539:06 N90 okay stand by hey guys three souls onboard i got that confirmed from boston center he got the report from them before the things started to happen we are passing that information right to the suffolk county p d he's right on top of the aircraft

1539:23 ROC is the coast guard involved

1539:25 N90 called the coast guard also they're responding from (unintelligible) ah suffolk county p d's got a helicpoter up there ah and we also called we spoke to the jollys which are the um what do you call it those rescue guys out on the island

1539:39 ROC yeah

1539:40 N90 their black hawk is the one that's on top of the site right now

1539:42 ROC okay do we have a point of contact telephone number at least or anything

1539:45 N90 right now

1539:46 ROC yeah

1539:48 N90 ah

1539:49 ROC do you have like a number of anybody that like ah you know that's responding that i could give to flight standards

1539:55 N90 oh to flight standards

1539:56 ROC yeah i want to give a telephone number to flight standards in case they need to ask any questions

1540:02 N90 umm

1540:02 ROC if you don't have it it's it's okay if you don't have it

1540:04 N90 yeah let me let me i'll get it back i'll get back to you with that

1540:07 ROC yeah what time did this happen what time did da did you find him in the water

1540:11 N90 ah we found him in the water maybe about ah five ah literally five minutes ago

1540:16 ROC five minutes ago

1540:17 N90 all of this started basically on the hour

1540:19 ROC okay was he v f r or i f r

1540:23 OMIC v f r encountered i f r conditions

1540:25 ROC okay very good and do you know where he departed from and where he was going to what's the flight plan say boston

1540:32 OMIC alright hold on one second he was umm i don't show a departure point ah but it looks like

1540:42 N90 we believe we believe it might have been danbury

1540:43 ROC d x r

1540:44 OMIC yep d x r

1540:45 N90 we can't confirm that but

1540:46 ROC okay and where was he going to do we know

1540:50 OMIC i show j z i in his flight plan juliet zulu india

1540:52 ROC okay

1540:54 OMIC ah

1540:54 ROC give me

1540:55 OMIC yep

1540:56 ROC give me a second gentleman

1540:56 OMIC kay
1541

1541:10 N90 who do jolly work for

1541:23 UNK okay

1541:35 UNK jolly

1541:36 UNK okay

1541:38 ROC alright i'm back guys

1541:39 UNK okay

1541:40 ROC that's an inspector that is ah call calling me that ah their hearing about it so i got to put this out um alright so listen if you guys get anymore information please call me back

1541:50 N90 yeah that jolly i was talking about is ah air national guard

1541:53 ROC okay

1541:53 N90 just wanted to make sure that's who they were

1541:55 ROC okay and they're the ones right over top the accident

1542:00 N90 affirmative

1542:01 ROC okay

1542:01 N90 suffolk county p d was there

1542:02 ROC uh ha

1542:03 N90 umm then they they backed off a little bit i'm not sure what the status is now because i kind of walked away from the position but i think

1542:08 ROC yeah

1542:09 N90 suffolk county might still flying around there

1542:10 ROC okay i'm gonna make it

1542:11 N90 (unintelligible)

1542:12 ROC yeah john i'm gonna make it fifteen thirty five zulu for the ah time of the accident and um

1542:19 N90 (unintelligible)

1542:20 ROC yeah can we now let me ask you a question

1542:23 N90 you should probably make it like like ah fifteen ah little bit earlier that that (unintelligible) responding since

1542:28 ROC okay you give me a time to put it down but boston you still with me

1542:31 OMIC yes i'm here

1542:32 ROC alright so don't do not cancel that ah

1542:35 OMIC alnot yeah

1542:35 ROC ah alnot until we can confirm

1542:38 OMIC correct

1542:38 ROC the call sign on this aircraft i want to know how you got that ah call sign ah john

1542:44 N90 ah i got it from the liberty area that was working it's my sector over here that was talking to boston center the coordination came from boston center initially

1542:51 ROC uh ha yeah cause if it we don't lay eyes physically on that tail number we can i i i we can't confirm it

1542:57 OMIC yeah we'll we'll keep

1542:58 N90 (unintelligible) canceling the alnot i just want to make

sure we find the other two people

1543:01 ROC yeah

1543:01 OMIC yeah yeah we'll keep the alnot open until we hear until we hear

1543:03 ROC okay

1543:03 OMIC otherwise

1543:04 ROC yeah but for me i got to i got to notify a whole bunch of players john

1543:08 UNK yep

1543:08 ROC and the reason why i can't i'm gonna i'm gonna i'm gonna say that it might be but i can't confirm it when when it gets confirmed please give me a call back

1543:18 N90 stand by chad we're still trying to confirm danbury i'll call you back

1543:25 ROC yeah if you got coast guard and they can confirm a tail number i guess the aircraft submerged in water so that's gonna

1543:30 N90 i don't i don't know what's going on they just they they can confirm somebody was floating out there

1543:33 ROC ah ha

1543:34 N90 oil slick

1543:35 ROC ah ha

1543:35 N90 (unintelligible) beyond that

1543:36 ROC alright okay

1543:37 N90 and um ah i would say call the accident at like fifteen
fifteen hundred

1543:42 ROC okay that's what i'm gonna do

1543:44 OMIC yeah fifteen hundred boston concurs with that

1543:47 ROC okay

1543:48 N90 alright

1543:48 ROC alright adam thank you so much let me get rolling i got to
get the inspector on the line and i also have to i've got
someone on the other line that i got to speak to i'll put
the message out and any other information now let me ask
you something which two of you gentlemen is going to do
the eighty twenty dash nine

1544:01 OMIC it will be boston center

1544:03 ROC very good adam i'll appreciate that when we get further
information umh you can fax it to us

1544:08 OMIC okay

1544:08 N90 adam if you need anything from me let me know

1544:10 OMIC thanks i appreciate it

1544:11 ROC alright

1544:11 N90 (unintelligible)

1544:11 ROC hey guys what's a good direct number for you you both john
(unintelligible) give me a good number for you

1544:16 N90 [REDACTED]

1544:18 ROC ah ha

1544:18 N90 [REDACTED]

1544:19 ROC ah ha

1544:20 N90 [REDACTED]

1544:21 ROC alright that's the regular number what about you adam

1544:22 OMIC watch desk at boston center [REDACTED]
[REDACTED]

1544:28 ROC alright thank you both

1544:29 OMIC alright thank you

1544:30 ROC alright buh bye
1545
(1546-1614)
1615

End of Transcript