

Certified Audio Recording of Tampa International Airport (TPA), Tampa, Florida
Air Traffic Control Tower – East Arrival Departure Position
NTSB Prepared Partial Transcription of Communications
ERA24FA104

2339:03¹ N6659L tampa bonanza six six five niner lima six thousand

2339:06 Controller november six six five nine lima tampa advise the weather at clearwater
altimeter three zero one one

2339:12 N6659L zero one one *² lima

2344:02 Controller november five nine lima fly present heading

2344:05 N6659L present heading five nine lima

2346:12 Controller november five nine lima turn ten left

2346:15 N6659L left six six five nine lima

2347:51 Controller november five nine lima cleared direct clearwater descend and maintain
five thousand

2347:55 N6659L direct clearwater at five thousand five nine lima

2348:15 Controller november five nine lima contact tampa one one nine point nine

2348:19 N6659L one one nine point nine six six five nine lima

¹ All times are best determined and displayed as Coordinated Universal Time (UTC). The recording time spanned from 2324 UTC on February 1, 2024 UTC date to 0003 UTC on February 2, 2024 UTC date, or 1824 EST to 1903 EST, February 1, 2024.

² Indicates unintelligible

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Air Traffic Control Tower – East Satellite Position
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2348:45 ¹ N6659L	tampa november six six five nine lima five thousand five hundred for five thousand
2348:49 Controller	november six six five nine lima tampa descend and maintain four thousand
2348:52 N6659L	four thousand six five nine lima
2349:20 Controller	november five nine lima cleared direct clearwater airpark
2349:23 N6659L	* ² clearwater airpark five nine lima
2353:40 Controller	november five niner lima contact approach one one eight point eight
2353:43 N6659L	one one eight point eight six five nine lima

¹ All times are best determined and displayed as Coordinated Universal Time (UTC). The recording time spanned from 2333 UTC on February 1, 2024 UTC date to 0009 UTC on February 2, 2024 UTC date, or 1833 EST to 1909 EST, February 1, 2024.

² Indicates unintelligible.

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Air Traffic Control Tower – West Arrival Departure Position
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2353:55¹ N6659L approach six six five nine lima four thousand

2354:00 Controller november six six five niner lima approach roger

2356:26 Controller november five nine lima descend and maintain two thousand six hundred

2356:29 N6659L two thousand six hundred six five nine lima

2357:32 Unknown approach six five nine lima i would like to turn a little bit left to align for three four

2357:36 Controller im sorry who's calling

2357:38 N6659L ah six six five nine lima I would like to turn a little bit left to align for runway three four

2357:42 Controller november five nine lima turn left is approved descend and maintain one thousand six hundred

2357:46 N6659L turn left ah one thousand six hundred six five nine lima

2359:21 Controller november five niner lima airports two o'clock and five miles

2359:26 N6659L roger we're still looking ah we have to switch to the other frequency for the lights

2359:33 Controller alright well let me know when you get the field in sight you can switch over real quick but ah unless you want to cancel

2359:40 N6659L ah if theres no traffic we can cancel with you five nine lima

2359:42 Controller yeah i don't see any traffic november five niner lima

2359:45 N6659L roger we'll cancel with you five nine lima

2359:48 Controller november five nine lima after cancellation received radar services terminated squawk vfr frequency change approved

2359:51 N6659L vfr thank you six five nine lima

¹ All times are best determined and displayed as Coordinated Universal Time (UTC). The recording time spanned from 2338 UTC on February 1, 2024 UTC date to 0029 UTC on February 2, 2024 UTC date, or 1838 EST to 1929 EST, February 1, 2024.

0005:46 N6659L grunt sound five nine lima

0005:49 Controller five nine lima tampa

0005:51 N6659L coming to albert whitted I cant see the other airport

0006:00 Controller november uh five nine lima uh you're radar contact a mile south of ah clearwater airpark and can you turn right heading one eight zero maintain ah your present altitudes fine

0006:15 N6659L im losing engine

0006:17 Controller five nine lima your ok um do you see saint pete three three miles in front of you

0006:26 Controller six six five nine lima st pete twelve o'clock about three miles they got runway one eight three six um you can probably make runway one eight it looks like right there with your altitude

0006:37 Unknown static

0006:43 Controller five nine lima tampa

0006:48 Controller five nine lima i need one about one two zero heading for saint pete its one to two o'clock and three miles or are you trying to go back towards ah clearwater airpark now

0006:59 Unknown oh #² tampa five nine lima *³ ground really hard and is in flames

0007:05 Controller five nine lima

0007:08 Controller one two five did you see the aircraft off your right side

0007:10 N92125 yes sir I can go orbit over this section they went down hard they are in flames

² # Indicates expletive. The pilot of N92125 reported it was his student that broadcast the expletive. Refer to Record of NTSB Conversations contained in the NTSB public docket for this investigation.

³ * Indicates unintelligible

Certified Audio Recording of Tampa International Airport (TPA), Tampa, Florida
Air Traffic Control Tower – Operations Supervisor Position 31
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0005:56 ¹ Controller	saint pete tampa
0005:57 Controller@ ²	saint pete im not talking to them
0005:59 Controller	not talking to them
0006:00 Controller@	no i'll try and reach out though
0006:01 Controller	allright thanks
0006:02 Controller@	operating initials heard
0006:30 Controller	saint pete tampa
0006:34 Controller@	saint pete
0006:35 Controller	hey I think he's got an emergency he's got an engine out or something like that he vectoring him straight for the runways stop all your departures
0006:40 Controller@	wilco followed by operating initials
0006:41 Controller	roll the trucks
0006:42 Controller@	yep

¹ All times are best determined and displayed as Coordinated Universal Time (UTC). The recording time spanned from 2351 UTC on February 1, 2024 UTC date to 0021 UTC on February 2, 2024 UTC date, or 1851 EST to 1921 EST, February 1, 2024.

² @ Indicates St. Pete-Clearwater International Airport (PIE) Air Traffic Control Tower

Certified Audio Recording of Tampa International Airport (TPA), Tampa, Florida
Air Traffic Control Tower – Operations Supervisor Position 5
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0008:05 ¹ Controller	saint pete tampa
0008:08 Controller@ ²	saint pete
0008:09 Controller	did you guys notify local fire department
0008:10 Controller@	yes we're on our way
0008:11 Controller	allright and ah ah ³

¹ All times are best determined and displayed as Coordinated Universal Time (UTC). The recording time spanned from 2353 UTC on February 1, 2024 UTC date to 0025 UTC on February 2, 2024 UTC date, or 1853 EST to 1925 EST, February 1, 2024.

² @ Indicates St. Pete-Clearwater International Airport (PIE) Air Traffic Control Tower.

³ The rest of this communication and subsequent communications were not transcribed.

Type Transcript: Partial Transcript
Transcribed: January 29, 2025
NTSB Number: ERA24FA104
NTSB Staff: Timothy W. Monville

The following is a NTSB produced partial transcript of the recorded communications pertaining to the subject aircraft accident involving N6659L. The facility involved in this event was St Pete-Clearwater International Airport Air Traffic Control Tower (PIE ATCT). The following is a list of positions, and/or aircraft making transmissions.

PIE ATCT Local Controller	PIE-LC
Pilot of N6659L	N6659L
Tampa Terminal Radar Approach Control	TPA TRACON

The following communications was transcribed from certified audio recordings provided by the FAA. Each transmission is organized by time, ident, and transmission. All times are in Coordinated Universal Time (UTC) unless otherwise noted, ident is the *Abbreviated Title* of the person making the transmission from the list above, and the transmission is transcribed verbatim from the source audio recording. Transmissions not germane to this accident have been omitted from this transcript.

<u>Time</u>	<u>Ident</u>	<u>Transmission</u>
2356:36 ¹	TPA TRACON	cancel autos november five niner lima point out into clearwater
2356:41	PIE-LC	five nine lima point out approved ²
0005:57	TPA TRACON	not talking to him we're um all right thanks
0006:05	PIE-LC	November six six five niner lima saint pete tower if you're on frequency and you can hear me ident
0006:30	PIE-LC	november six six five niner lima saint pete tower
0006:35	TPA TRACON	hey I think that emergency he's got ah an engine out or something like that he's vectoring him straight for the runway stop all your departures
0006:40	PIE-LC ³	stop all departures got it

¹ The recording time spanned from 2341 UTC on February 1, 2024 UTC date to 0058 UTC on February 2, 2024 UTC date, or 1841 EST to 1958 EST, February 1, 2024.

² Operating initials from both controllers spoken at end of transmission

³ As determined by FAA Chronological Summary of Flight Communications.

0006:41 TPA TRACON and to roll the trucks

0006:42 PIE-LC yep

0007:36 PIE-LC st pete

0007:37 TPA TRACON they say he went down hard and it in flames there three
northwest of you there that one two five's gonna start orbiting
over him

0007:42 PIE-LC got it kk

0007:43 TPA TRACON gc

** END OF TRANSCRIPT **