

WPR18FA251
ATC Communications Transcript
Recording Source: LiveATC website

Mooney N701JM
KPAO ATCT Local Control Position
September 4, 2018
Estimated Accident Time 30:35 (elapsed); 1754:44 UTC; 1054:44 PST

NOTES:

- Accident time based on combination of audio information and data from JPI engine monitor
- UTC time based on time reference in JPI dataset. The accuracy/validity could not be determined.

Audio File Elapsed Time (mm:ss)	Approx Time UTC (hhmm:ss)	Approx Time to Accident (mm:ss)	Source	Communications / Message / Event
18:45			ATCT	ATIS information Papa is current, wind 060/7, Visibility 7 miles, 1,300 ft scattered, altimeter 29.92 runway 13 in use
23:05	1747:26	7:30	N701JM	[Initial contact] Palo Alto tower this is Mooney seven zero one Juliet mike I am uh lets see nine point eight nautical miles to the north information Oscar for landing
				[Multiple two way communications between ATCT and Cessna 0PC, which was outbound to the north (towards inbound mooney)]
23:46		6:51	ATCT	Mooney seven zero one Juliet mike palo alto tower enter left base runway one three information papa now current current wind zero five zero at six, visibility seven, haze, sky condition one thousand three hundred scattered altimeter two niner niner two runway one three in use
24:00		6:35	N701JM	Runway one three make it left traffic make left traffic for runway one three one one Juliet muh mike
24:07	1748:26	6:28	ATCT	Mooney one Juliet mike fly to kay gee oh enter left base runway one three
24:11		6:24	N701JM	Fly to kay gee oh and enter left base for um runway one three could you give me directions for that im not familiar with kay gee oh
24:20		6:15	ATCT	Mooney one Juliet mike do you see the uh eighty four highway uh just off of your left uh that goes southwest bound?
24:27		6:08		I do see a highway yes
24:29		6:06		Mooney one Juliet mike roger right before the highway gets to the Dumbarton bridge theres three radio antennas red and white those are the kay gee oh radio antennas
24:37		5:58	N701JM	Roger ill look for em (one) one Juliet mike

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24:54	1749:02	5:41	ATCT	Cessna zero papa charlie just keep kay gee offa your left outbound theres traffic uh approaching coyote hills from the north one thousand one hundred a mooney
25:03		5:32	0PC	papa charlie
25:11	1749:20	5:24	ATCT	Mooney one Juliet mike the kay gee oh towers are at your twelve o'clock about two and a half miles just before the uh shoreline at the edge of the Dumbarton bridge just overfly the Dumbarton bridge for your left base
25:20		5:15	N701JM	Roger one Juliet mike overfly the Dumbarton bridge for my left base
25:26		5:07	ATCT	Cessna eight sierra papa the Cessna off of your left will be departing the pattern to the north
25:37		4:58	8SP	Alright eight sierra papa
25:40		4:55	202LS	Palo alto tower diamond star two zero two lima sierra ready for takeoff (three one)
25:49		4:46	ATCT	Diamond star two zero two lima sierra palo alto tower pull up hold short runway one three
25:52		4:43	202LS	runway one three hold short runway one three lima sierra
25:58		4:37	748SP	Palo alto tower skyhawk seven four eight sierra papa ready for takeoff in sequence
26:01		4:34	ATCT	Seven four eight sierra papa palo alto tower number two for departure use your full call sign there is another eight sierra papa also flying the uh traffic pattern
26:09		4:26	748SP	Seven four eight sierra papa
26:11		4:24	ATCT	Cessna six niner eight sierra papa use your full call sign theres another eight sierra papa also requesting traffic pattern
26:16		4:19	698SP	Roger six niner eight sierra papa
26:18		4:17	ATCT	Diamond star two lima sierra keep the upwind Cessna off of your left wind zero four zero at eight runway one three cleared for takeoff left crosswind
26:27		4:08	202LS	one three keep on my left lima sierra
26:30		4:05	ATCT	Cessna seven four eight sierra papa pull up hold short runway one three
26:35		4:00	748SP	Hold short of runway one three seven four eight sierra papa
26:41	1751:02	3:54	ATCT	Cessna six niner eight sierra papa youll be number two to the field following a mooney over the Dumbarton bridge southwest bound altitude indicates niner hundred report the mooney in sight then follow
26:52		3:43	698SP	Number two we'll follow looking eight sierra papa sorry six niner eight sierra papa
26:57		3:38	ATCT	Cessna six zero papa charlie traffic no factor frequency change approved good day
27:02		3:33	60PC	Zero papa charlie thanks good day
27:05		3:30	ATCT	Cessna seven four eight sierra papa the upwind diamond star will be departing the pattern make left closed traffic wind zero four zero at eight runway one three cleared for takeoff

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27:15		3:20	748SP	Cleared for takeoff seven four eight sierra papa
27:19		3:16	ATCT	Mooney one Juliet mike wind zero four zero at six number one runway one three cleared to land
27:25		3:10	N701JM	One three cleared to land one Juliet mike
27:28	1751:44	3:07	ATCT	Cessna six niner eight sierra papa your traffic to follow is at twelve oclock mile and a half uh base over the outer bridge about to turn final altitude indicates niner hundred advise traffic in sight
27:38		2:57	698SP	Uh still looking eight sierra papa
28:01		2:34	ATCT	Cessna six niner eight sierra papa traffic to follow is ahead and to your left turning final eight hundred
28:08		2:27	N701JM	Tower uh this is uh one Juliet mike im having trouble locating the field can you tell me when the I need to turn my final
28:14	1752:32	2:21	ATCT	One Juliet mike youre flying through final now, suggest heading one three zero the field will be once you turn to that heading the field will be eleven oclock and two and a half miles
28:24		2:11	698SP	Have the traffic in sight six nine eight sierra papa
28:28		2:07	ATCT	Cessna six niner eight sierra papa keep using your full call sign and use caution the mooney is uh still trying to make sure he knows where the field is youre number two following the mooney wind zero four zero at six runway one three cleared for the option
28:38		1:57	698SP	Number two cleared for the option six niner eight sierra papa
28:42			ATCT	cessna seven zulu papa number three follow Cessna itll be left base at the outer bridge ahead of you on the downwind wind zero four zero at six runway one three cleared for the options
28:51		1:44	7ZP	traffic in sight um uh three runway one three cleared for the option seven zulu papa
28:56	1753:20	1:39	ATCT	Mooney one Juliet mike you have the field in sight twelve oclock a mile and a half?
28:59		1:36	N701JM	Roger I do im cleared to land too one Juliet mike
29:03		1:32	ATCT	One (Juliet) Affirmative you are number one runway one three cleared to land, current wind is zero four zero at six
29:06		1:29	N701JM	Zero four zero at six one Juliet mike
29:53		0:42	ATCT	Diamond star two lima sierra if youd like flight following use norcal approach one two five point three five or frequency change is approved have a good day
30:01		0:34	202LS	Frequency approved thank you lima sierra
30:06	1754:26	0:29	N701JM	Palo alto tower one Juliet mike im gonna have to abort this and go around
30:11		0:24	ATCT	One Juliet mike roger make left closed traffic did you need any assistance
30:14		0:21	N701JM	Um Negative I just came in too fast one Juliet mike

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30:18		0:17	ATCT	Cessna seven four eight sierra papa extend downwind I will call your base
30:22		0:13	748SP	Youll call my base seven four eight sierra papa
30:24		0:11	ATCT	Pilatus six zero mike charlie are you ready?
30:26		0:09	0MC	Affirmative zero mike charlie
30:28		0:07	ATCT	six zero mike charlie palo alto tower pull up hold short runway one three there will be uh two arrivals
30:31		0:04	0MC	Up to and hold short zero mike charlie
30:35	1754:44	0:00		Estimated Time of Accident
30:36		+ 0:01	unk	(nine) six uniform also ready
30:40		+ 0:05	ATCT	Cessna eight sierra papa make this a full stop landing and terminate
30:44		+ 0:09	748SP	Full stop landing and terminate eight sierra papa
30:49		+ 0:14	ATCT	Attention all aircraft uh due to a mishap we'll be shutting down pattern work and limiting operations in the vicinity
				END OF AUDIO FILE RECORDING