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^Investigators Preparing Reports On Mid Air Collision<

^By LAURIE SULLIVAN=

^Associated Press Writer=

SALT LAKE CITY (AP) _ Federal investigators began preparing reports Sunday on the mid air collision of a commuter airliner and a private plane as stand-in aircraft retraced the two planes' destructive flight paths over the Salt Lake Valley.

''They're going to check how the flight paths look on radar, then they'll be looking again at the wreckage,'' National Transportation Safety Board spokesman Alan Pollock said.

Federal Aviation Administration officials conducted a re-enactment of the sequence leading to Thursday's crash of a SkyWest Fairchild Metroliner and a single-engine Mooney M-20C, which killed 10 and pelted the residential Kearns area with debris and bodies.

Aircraft parts collected from more than 100 locations were taken to a hangar at Salt Lake City International Airport where they were to be examined by investigators, said NTSB member John Lauber.

Officials' efforts to determine the cause of the accident, although hampered by the lack of a ''black box'' on the SkyWest craft, have been aided by radar data obtained from nearby Hill Air Force Base, Lauber said.

Hard copy data from the base's 299th Radar Range Squadron matched computer tape from Salt Lake City's airport showing an unidentified aircraft had penetrated 1 1/2 miles into the Airport Radar Service Area, Lauber said.

Only planes that have established radio contact and received clearance may enter the ARSA, which is a two-dimensional configuration of airspace surrounding larger airports.

The aircraft was operating under visual flight rules, or VFR, and was not equipped to provide altitude readings, Lauber said. The plane disappeared from radar shortly after it was spotted, along with the SkyWest craft.

''Those hard copy readouts are going to be _ have already proven to be _ very valuable in the course of this investigation,'' he said.

A VFR target also was spotted by the air traffic controller handling the SkyWest flight, but he did not inform the Metroliner pilot of the other craft's presence.

Lauber said the controller recalled seeing the unidentified craft once as it was heading northwest at an unknown altitude about 3 to 4 miles south of Airport No. 2, a small airfield 10 miles southwest of the main airport, Lauber said.

The SkyWest plane was directly west of Salt Lake International and was about to be given radar vectors for a final approach turn to the airport.

''The controller indicated that it's his practice that he would frequently call traffic that is not a factor, that is something he is not required to call,''

Under the air traffic controllers' handbook, Lauber said, the controller would be required to notify the SkyWest pilot if it appeared the flight paths would conflict.

He refused to comment on whether it would've been ''normal procedure'' for the controller to notify the Metroliner pilot about the other craft's position.

Preliminary air traffic control transcripts showed that seconds before the two planes dropped from radar screens, the controller had just begun handling a second incoming SkyWest flight, Lauber said.

''There was an expletive heard on the radio. It hasn't been determined where that came from,'' Lauber said.

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up

ALERT - Gov. PR. MEDIA. SPEECH
PROGRAM TO PEOPLE TO SUPPORT
IDEA of tax HIKE for EDUCATION.

~~JEAN PYATT~~
JEAN PYATT →

NTSB WASH.
SEN. OFFICIAL INVEST.
IN CHARGE

PHYLIS KAYTEN
ASS. to DR. LAUBER

DR JOHN LAUBER
NTSB MEMBER

- WHAT TIME TOMMORROW

- LOW PROGRESS MEETING TODAY

- VERY PLEASED WITH PROGRESS SO FAR

* ONE OTHER INSTRUCTOR - WOULDN'T FLY DUE TO WTR

- TODAY - COMPLETED INTERVIEWS WITH MOONEY PILOT

- POSITIVE & FAVORABLE COMMENTS

- & TALKED WITH AIRPORT OFFICIALS #

- 93,000 AT #2 LAST YR.

- VERY BUSY

- REVIEWED - SKY-WEST TRAINING MAN.

- EMERGENCY PROCEDURES

* - NO "FIRMAR" COLLISION AVOIDANCE TRAINING
NOT UNUSUAL

- MOONEY PILOTS 2400 HRS

- SKYWEST CAPTAIN 3600

- " CO-PILOTS 1000 +

- TOMORROW - FLIGHT TESTING,

- TRY & DUPLICATE FLIGHT PATH
OF BOTH AIRPLANES

- WILL USE F.A.A. JET.

- CONFIRMED - INST. PILOTS RAN OUT OF GAS
6 MONTHS AGO

* - HILL A.F.B. WTR RADAR AT 1:20 AM
NO WEATHER ECHOES

- MOONEY DID "4" TOUCH & GOES AT #2
- MOONEY ON FINAL TO SLC #2
- AIRCRAFT HAD TRANS PUNDED BUT NO "ALTITUDE REPORTING" CAPABILITY
- EXAMINED ANOTHER MOONEY COCKPIT FOR COMPARISON



- "7" WITNESSES TALKED TO TODAY
3 WERE SCHOOL CHILDREN IN SCHOOL YARD
- WITNESS REPORTS ARE CONSISTANT
- MOONEY CAME FROM RIGHT FRONT ^{UNDERSIDE} OF METRO-LINER - MAIN IMPACT AROUND WING-ROOTS ON RIGHT SIDE
- "4" SAID METROLINER "PITCHED UP" JUST AS EXPLOSION OCCURRED
- MORE THAN "100" LOCATIONS OF SMALL PICES OF WRECKAGE - 20- LARGE PARTS
- 120
- ALL WRECKAGE AT HANDER AT SLC #1 BEING LAID OUT. METRO-LINER DONE
- SOME PICES FUSED INTO EACH OTHER

- LEFT SIDE OF MOONEY ENGINE DAMAGED

- ATR GROUP - VISITED HILL AFB.

- JOINT-USE RADAR FACILITY
FAA & MILITARY

- HARD-COPY PRINT-OUTS OF
RADAR SCREEN, USED AT
SL CENTRE

- REVIEWED FROM 19:30 - 19:54

- 20 MIN. "

- THERE IS CODE 1200"

WAS IT
SEEN

- NW of SL #2 IN TRAFFIC
PATTERN - BUT NO ALTITUDE
REPORT

- DID 2 PASSES & TURNED LEFT
THEN RIGHT

- PICKED UP TARGET THEN
ENTERED $\frac{1}{4}$ MILE INTO
BOUNDARY - SLOW LEFT
TURN $\frac{1}{2}$ MILES - IN -

- THE COMPUTER LOST MOONEY
SIGNAL.

"ARSA"

SOME

- ATR'S WERE INTERVIEWED TODAY
SUPERVISOR FIRST INTERVIEWED - EXPERIENCED

- SOME "NOISE" PROBLEMS ON RECEIVERS BUT
NOTHING SIGNIFICANT.

- TRAFFIC WAS LIGHT AT THE TIME
ALL POSITIONS WERE MANNED (8) ON DUTY

- "FINAL" CONTROLLER
34 yrs. old 1981 - CONTROLLER
82 - TO SLC
- CERTIFIED FLIGHT INSTRUCTOR 500 YRS
- WAS HIS 3rd DAY SHIFT
ON "VALLEY" SECTOR ABOUT 12:30
- NO UNUSUAL REPORTS OF TURBULENCE
- NON-TRACKED UFR RETURNS WOULD HAVE
SHOWN-UP
- SAID HE REMEMBERED SEEING TRANSPONDER
3 to 4 MILES SOUTH OF #2
- SKY-WEST WAS ABEAM AIRPORT #1 AT
THAT TIME
- GAVE SKWEST HEADING OF 360, RECEIVED
ACKNOWLEDGEMENT - SAW TARGET
DISAPPEAR & COMPUTER INDICATED IT WAS
GONE.
- GENERALLY CAN SEE AIRCRAFT IN THE
PATTERN
- ~~ATC~~ ATC WILL OBSERVE FLIGHTS TEST
TOMORROW
- AN EXPLOSION WAS HEARD BY CONTROLLER
AT TIME.....

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