



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: **INFORMATION:** Partial Transcript;  
Aircraft Accident; AAL77; Washington,  
DC; September 11, 2001

Date: September 20, 2001

From: Support Specialist, Washington ATCT

Reply to  
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Washington National Tower TYSON  
Departure Control Position for the time period from September 11,  
2001, 1325 UTC to September 11, 2001, 1348 UTC.

Agencies Making Transmissions

Washington Tower TYSON/FLUKY Position  
Baltimore Approach Control  
Andrews Tower  
ZDC Linden Sector  
USAF/SWORD31  
CACTUS85  
USAF/BOBCAT14  
USAF/BOBCAT17  
COLGAN5981

Abbreviations

TYSON  
BWI  
ADW  
LND  
SWORD31  
AWE85  
BCAT14  
BCAT17  
CJC5981

I hereby certify that the following is a true transcription of  
the recorded conversations pertaining to the subject aircraft  
accident involving AAL77:

Robert F. Smoak

1325

1326

1327

1328

1329

1330

TYSON

sword three one heavy climb and maintain one five thousand

1330:08

SWORD31

up to one five thousand sword three one

1330:20

TYSON

cactus eighty five turn left heading two seven zero

1330:24

AWE85

left heading two seven zero cactus eighty five

1330:36

TYSON

sword three one heavy turn left heading one nine zero

1330:40

SWORD31

left to one nine zero sword thirty one

1330:44

BWI

fluky three six give me a good u h f frequency out  
the gate

1330:51

TYSON

uh lets see im using uh two five seven point two

1330:57

BWI

all right and these bobcats are tacan only so they need vectors to  
montebello

1330:58

TYSON

all right

1331

1331:24

TYSON

cactus eighty five turn left heading two four zero

1331:27

AWE85

left two four zero cactus eighty five

1331:30

BCAT14

center bobcat one four level one seven thousand

1331:33

TYSON

bobcat one four fly heading two one zero maintain flight level  
two three zero

1331:39

BCAT14

bobcat one four heading two one zero climbing to two three zero

1331:50

TYSON

cactus eighty five climb and maintain one seven thousand

1331:53 AWE85 one seven thousand cactus eighty five

1331:59 TYSON sword three one heavy turn right heading three six zero  
1332 right to three six zero sword three one heavy

1332:02 SWORD31

1332:16 BCAT17 hello washington bobcat one seven one seven thousand request

1332:19 TYSON Bobcat one seven washington departure thank you fly heading of two one zero

1332:26 BCAT17 two one zero with request (unintelligible)

1332:30 TYSON cactus eighty five turn right direct to linden and contact washington center im sorry its dulles one one eight point six seven

1332:38 AWE85 eighteen sixty seven direct linden cactus eighty five

1332:40 ADW boundary gopher zero six m x

1332:44 TYSON bobcat one seven go ahead

1332:47 BCAT17 request direct linden direct pulaski direct (unintelligible)

1332:50 TYSON you looking for direct linden all right hang on  
1333

1333:09 TYSON Linden fluky fifty nine line

1333:11 LDN linden

1333:12 TYSON yeah bobcat one seven flashing at you at gaithersburg hes looking to go direct to linden he cant uh whatever it is he cant do much of anything

1333:36 LDN bobcat one seven what are you trying to say about him

1333:39 TYSON he wants to go direct to linden and then somewhere after that

1333:45 BACKGROUND national you got a primary target heading for p fifty six to its  
D (462 LINE) west ten west fast moving

1333:52 BACKGROUND hes radar contract  
D (462 LINE)

1333:55 LDN hey ah hey ah fluky

1333:58 TYSON yeah

1333:58 LDN yeah his flight plan takes him over montebello

1334 TYSON yeah i know hes requesting linden

1334:01 LDN linden montebello

1334:04 TYSON i guess i dont know can you take him out your way

1334:10 LDN no they dont want him over linden

1334:12 TYSON all right ill tell him thank you

1334:14 TYSON bobcat one seven unable direct to linden maintain flight level  
two one zero

1334:21 BCAT17 two one zero bobcat one seven

1334:21 GOPHR06 washington departure read gopher zero six

1334:29 TYSON say again

1334:32 BCAT17 two one zero for an altitude for bobcat one seven or two one zero  
heading

1334:33 GOPHR06 washington departure control gopher zero six with you climbing  
to three thousand

1334:38 TYSON gopher eighty six washington departure thank you radar contact

1334:42	GOPHR06	its gopher zero six
1334:50	UNK	swann swann ninety one point out
1334:52	BCAT17	center bobcat one seven do you want us at two one zero altitude or two one zero heading
1334:56	TYSON	bobcat one seven fly heading two one zero and maintain flight level two one zero
1335		
1335:01	BCAT17	two one zero and two one zero bobcat one seven
1335:04	TYSON	bobcat one four turn right heading two four five vectors for montebello
1335:08	BCAT14	bobcat one four right two four five
1335:11	TYSON	bobcat one four contact washington center two eight four point seven
1335:19	BCAT14	bobcat one four switching two eight four point seven
1335:20	UNK	ensue graco three six
1335:24	TYSON	gopher zero six climb and maintain four thousand
1335:26	GOPHR06	climb and maintain four thousand gopher zero six
1335:30	TYSON	sword three one heavy fly heading three one zero join j one forty nine resume own navigation
1335:36	SWORD31	okay three one zero join j one forty nine resume own navigation sword three one
1335:40	TYSON	sword three one heavy maintain one seven thousand and contact dulles on one one eight point six seven
1335:46	SWORD31	one seven thousand
1335:52	TYSON	colgan five nine eighty one thank you expect lower in two zero miles

1336  
1336:12 UNK fluky dulles got a point out south of casanova

1336:16 TYSON gopher zero six traffic is eleven o clock and five miles north bound fast moving type and altitude unknown

1336:22 GOPHR06 gopher zero six we have the traffic in sight at twelve o clock

1336:26 TYSON all right you have the traffic do you know what kind it is can you see

1336:29 GOPHR06 looks like a seven fifty seven sir

1336:30 tyson/sluky a seven fifty seven can you estimate his altitude

1336:34 GOPHR06 looks like hes at low altitude right now sir

1336:38 TYSON gopher eight six thank you

1336:40 UNK swann swann ninety one

1336:51 GOPHR06 that traffic for gopher zero six is still in a descent now and looks like hes rolled out northeast bound

1336:57 TYSON all right thank you

1337  
1337:01 UNK swann swann ninety one

1337:03 TYSON gopher eight six climb and maintain

1337:05 UNK (OSIC) you got a military

1337:06 TYSON yeah standby

1337:07 UNK (OSIC) tell him to turn right

1337:09 TYSON gopher eight six turn right and follow the traffic please

1337:13 TYSON gopher eight six turn right heading zero eight zero were going to vector you for the traffic

1337:18 GOPHR06 okay zero eight zero gopher zero six thats gopher zero six

1337:21 TYSON dulles im keeping gopher eight six eh zero six with me for awhile

1337:25 UNK thank you r n

1337:30 CJC5981 colgan fifty nine eighty one one eight oh

1337:33 TYSON colgan fifty nine eighty one thank you wash ah ill give you the altimeter here in a few minutes

1337:56 GOPHR06 and washington this is gopher zero six

1337:58 TYSON gopher zero six go ahead

1338 GOPHR06 yes sir that aircraft is down hes at our twelve o clock position ah looks like its just northwest of the airfield at this time sir

1338:09 TYSON gopher eight six thank you descend and maintain two thousand

1338:12 GOPHR06 okay were down to two thousand

1338:26 GOPHR06 and ah this is gopher zero six looks like that aircraft crashed into the pentagon sir

1338:32 TYSON gopher eight six gopher zero six thank you

1338:44 GOPHR06 understand you still want gopher zero six to descend to two thousand sir

1338:47 TYSON gopher zero six you can maintain three thousand and turn left heading two seven zero

1338:52 GOPHR06 okay left turn to heading two seven zero GOPHR06 any chance we can circle around the pentagon on our two seven zero turn

1339:00 TYSON gopher zero six approved as requested

1339:02 GOPHR06 gopher zero six

1339:08 TYSON gopher zero six okay theyre asking if you would go ahead and move away now towards the west two seventy heading and two thousand for now

1339:16 GOPHR06 roger were climbing to three thousand sir and looks like that aircraft has impacted the west side of the pentagon

1339:22 TYSON all right thank you

1339:42 TYSON colgan fifty nine eighty one washington altimeter is three zero two two descend and maintain one two thousand

1339:49 CJC5981 zero two two one two thousand colgan fifty nine eighty one

1339:53 TYSON bobcat one seven turn right heading two six zero

1339:56 BCAT17 right two six zero bobcat one seven  
1340

1340:20 TYSON gopher eight six climb and maintain one one eleven thousand turn right heading three three zero

1340:25 GOPHR06 right to three three zero up to one one thousand gopher zero six

1340:33 UNK center hold united six oh two indefinitely disregard  
1341

1341:10 CJC5981 d c colgan fifty nine eighty one

1341:12 TYSON colgan fifty nine eighty one go ahead

1341:14 CJC5981 is that smoke coming out of the pentagon down there

1341:19 TYSON ah yeah and we believe it was planned i guess

1341:25 CJC5981 say again

1341:26 TYSON affirmative

1341:28 CJC5981 okay thank you

1341:34 TYSON bobcat one seven fly heading two four five vector for montebello



1341:39 BCAT17 two four five bobcat one seven  
1341:41 TYSON bobcat one seven maintain flight level two three zero  
1341:45 BCAT17 bobcat one seven leaving flight level two one zero for two three zero  
1341:57 UNK swann swann ninety one test  
1342 TYSON bobcat one seven contact washington center two eight one im sorry its two eight four point seven  
1342:08 BCAT17 bobcat one seven switching two eight one point seven  
1342:11 TYSON affirmative two eight four seven have a nice day  
1342:14 BCAT17 bobcat one seven thank you  
1342:16 TYSON gopher zero six maintain one seven thousand and contact dulles on one two three point eight two  
1342:24 GOPHR06 one two three point eight two were climbing to one seven thousand now so long  
1342:32 CJC5981 any chance of a heading for charlottesville for fifty nine eighty one  
1342:42 TYSON colgan fifty nine eighty one not right now  
1343  
1344  
1345  
1346  
1347  
1348

End of Transcript