

WDC OPS 1

5/12 1617E (Conversation between Mike Gabriini, Washington Headquarters Comm Center, and David Balloff, Assistant Administrator for Government and Industry Affairs)

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Gabrini: Operations Center, Mike Gabriini, may I help you.

16:17:22
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Balloff: Yeah Mike, it's David Balloff, I wanna ask you a question. I've got a Congressional office on the other line and they want to know, they gave me the tail number of a plane and can you tell by the tail number—it's a Piper Cherokee—if the plane ever took off, or if it's in the air right now?

Gabrini: Possibly, what's the N number?

Balloff: It's 7-1-1. Ralph David.

Gabrini: And do you know where it was suppose to take off from?

Balloff: Let me ask, just a second.

Gabrini: Okay.

Balloff: Going from Austin.

Gabrini: Leaving from Austin?

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16:18:06
:11

Balloff: Yeah.

Gabrini: Okay, stand by.

[Conversation between David Balloff and an indentified person while waiting for a response from Mike Gabriini)

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16:18:25
:08

Balloff: [unintelligible] . . . took off from but she didn't tell me where it was going.

Unidentified person: . . . Well, they probably . . . [unintelligible].]

Gabrini: Sir, it may take us a couple of moments to check it. Is that okay?

Balloff: Yeah, that's fine.

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:16

Gabrini: Okay, sir. Stand by.

Balloff: All right.

WOC OPS 1

5/12 1619E (Continued conversation between Mike Gabrini, Washington Headquarters Comm Center, and David Balloff, Assistant Administrator for Government and Industry Affairs)

Gabrini: He's airborne [Is Gabrini's conversation with air traffic available?].

Gabrini: Sir? Mr. Balloff? Hello? Sir, he's airborne and he'll be landing in about 7 minutes. That's November 7-1-1 Romeo Delta.

Balloff: Yeah, seven minutes. Where is he landing?

Gabrini: Let me check. Standby.

Gabrini: It's Ardmore, Oklahoma.

Balloff: Okay.

Gabrini: Ardmore Downtown Executive Airport.

Balloff: All right. Okay. Thanks a whole lot.

Gabrini: Yes sir. You're welcome.

5/12 1626E (Conversation between Gene Marx, Washington Headquarters Comm Center, and David Balloff, Assistant Administrator for Government and Industry Affairs)

Marx: Washington Operations Center, Gene.

Balloff: Hey, it's David Balloff again.

Marx: Hi, Dave.

Balloff: One other question. On a aircraft like you gave me perfect information that that plane is getting ready to land. We wouldn't know where that plane was yesterday would we, or do we care because we're only concerned about what's in the air right now. Is that right?

Marx: Are you talking about the . . . ?

Balloff: The 7-1-1. Oh, I didn't talk to you.

Marx: No, no.

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~~5/12 1626E~~

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Balloff: You all gave me some flight information on a general aviation plane that was getting ready to land in Ardmore, Oklahoma, and all the information was like perfect. But then I got a . . . this was a Congressional inquiry and then somebody asked me can you find out where the plane was traveling yesterday? Well, we can't really do that 'cause all we're really concerned about is what's in the air right now. Right?

Marx: Well, basically. I mean, we could do some. If it's necessary, I mean there's ways to track it down. But, no, we're pretty much

Balloff: How long does it take to track it down like that?

Marx: Is it . . . Is it a rental airplane? Is it

Balloff: I don't I have no idea.

Marx: Let's see. Just a second.

5/12 1628E (Continued conversation between Gene Marx, Washington Headquarters Comm Center, and David Balloff, Assistant Administrator for Government and Industry Affairs)

Marx: Yeah, I see that there are ways to do it. I mean, you'd have to probably access somebody's data, and that would be probably a couple of Flight Service Stations if he I mean it isn't impossible; it's a little involved.

Balloff: But it would take awhile to get it.

Marx: It would take an hour or more.

Balloff: Alright, let me call this Congressional office back and see if they want me to do that. I mean, do we have the authority to do that?

Marx: Well, sure. If the aircraft filed flight plans, that's public.

Balloff: Alright, well, can you go ahead and do that?

Marx: We can Do you know where he's out of?

Balloff: He's out of Austin, Texas.

Marx: Okay, we can, let's see, I can run this. I mean, that's assuming that he departed from Austin. I can go ahead and ask the Flight Service if they have any information on the aircraft.

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~~SUPERVISION~~
WAC OPS 2
16:28:08
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Balloff: Yeah, you could do that. Look, whatever you can find out's fine.

Marx: Sure, and you need to know what it was doing yesterday?

Balloff: Yeah, where they went yesterday.

Marx: Okay, we'll ask the air traffic rep.

Balloff: And don't make a big deal out of it. If you can find out fine. If not, don't worry about it.

Marx: We'll ask the AT rep. here what they can do.

Balloff: Okay.

Marx: And you gonna give us a call back or do you want us to call you?

Balloff: I've got a meeting at five. I'll probably call you back around six.

Marx: All righty.

Balloff: Okay, thanks.

Marx: Sure.

Balloff: Bye.

Marx: Thank you.

WOC OPS SUPERVISOR
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5/12 1637E (Conversation between San Angelo Automated Flight Service Station and Gene Marx, Washington Headquarters Comm Center)

San Angelo: Good afternoon, San Angelo Automated Flight Service.

16:37:52
1:17
Marx: Hey, San Angelo, this is Gene Marx, the Sup. at the Washington Operations Center. I've been asked by one of our level one folks here, a Mr. Balloff, they're doing a Congressional hearing concerning something that they didn't want to share with us. But they wanted to know if an aircraft flew yesterday, and the only thing I could think of was getting the aircraft call sign and where he normally operates out of.

San Angelo: What's his call sign?

Marx: November 7-1-1 Romeo Delta. I thought maybe you could P-D it and see if you got anything at all on him.

San Angelo: We didn't talk to him in the last 24 hours.

Marx: Okay, do you Okay, Hale Center, Texas, is where he's out of. Is that . . .

San Angelo: Where?

Marx: Hale Center, H-A-L-E Center, Texas, is where they show his Oh, that's his owner's address never mind. Hmm . . . Okay So you guys haven't talked to him in the last 24 hours, huh?

San Angelo: No.

Marx: Okay. Well, I'll see if Houston got a hit on him or anything. And I appreciate it.

San Angelo: Okay.

Marx: Bye.

5/12 1640E (Conversation between Ron Blair, Ft. Worth COS, and Gene Marx, Washington Headquarters Comm Center)

Blair: Ft. Worth COS, Blair.

Marx: Hi, this is Gene Marx in the Washington Operations Center.

Blair: Yeah.

Marx: I've got a request from a Mr. David Balloff, who's the AGC-1 here, that's looking to see about an aircraft possibly flying yesterday that is involved in some sort of an investigation. My only . . . You know, we don't normally get involved with this kind of thing I told him there might be a way that you could check I guess I don't know how far back you can get that kind of information, like a spurt or something on an aircraft, that might possibly have flown in your airspace yesterday. I'll give you the call sign.

Blair: Well, it sounds to me like you need to be talking to our Quality Assurance Office. I can't get that information. Hang on. Well, let me try. Maybe 24 hours from now.

Marx: Yeah, that's basically all I could do for him, I told him that.

Blair: What's the call sign?

Marx: The call sign is November 7-1-1 Romeo Delta.

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1:40

Blair: November 7-1-1 Romeo Delta.

Marx: Yeah.

Blair: Hang on a second. Have any idea what time yesterday?

Marx: No, I don't.

Blair: Okay, we'll go back to . . . well let's say 2100 yesterday.

Marx: Okay.

Blair: I think this'll work.

5/12 1640E (Continued conversation between Ron Blair, Ft. Worth COS, and Gene Marx, Washington Headquarters Comm Center)

Blair: Yeah, I've got a flight plan on him from this morning.

Marx: Right.

Blair: Early, about 8:00 in the morning.

Marx: That's it, huh? Out of what, Austin?

Blair: Plainview to one Foxtrot zero. Whoever that is.

Marx: Plainview, Texas, to one . . . okay.

Blair: One Foxtrot zero.

Marx: Okay.

Blair: And who is this again?

Marx: This is Gene Marx, of the Washington Operations Center.

Blair: Gene?

Marx: Marx. M-A-R-X.

Blair: M-A-R-X.

WOC
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2:33

Marx: Right, I'm with the WOC.

Blair: Washington Ops. Center, yeah.

Marx: Yeah, he . . . Actually, they were asking us if there's any way of getting that kind of information and I said it would take more than a couple of phone calls. You're going to have to access some data banks to get this kind of stuff.

Blair: Well, not only that but you got a Freedom of Information Act [you?] could go through, but I don't know if it's necessary with him. I know if I wanted a tape on my own self from two days ago, I'd have to go that route.

Marx: Yeah.

Blair: But I don't know who this is, and I don't know what the reason would be, all of that may change the deal.

Marx: This is a Congressional inquiry is what it's It's some sort of a Congressional inquiry going on with this 1-1 Romeo Delta being at least a player in this somehow. I don't know what it is. I thought I might be able to get some flight plan information for him to let him know that, yeah, the guy did fly yesterday, that's about all.

Blair: Yeah, let me I tell you what. If you would call our Quality Assurance Office, they can go back 14 days and just about get anything you want.

Marx: Yeah, I told him that's basically what we could do for him, but he's gonna, I thought, make a couple phone calls.

Blair: See, I don't know. He could have been here. Let me tell you what. I'm gonna go back to It located a string but I couldn't tell for sure if it was this morning. I went back to 2800 yesterday and I couldn't tell if that was it, but when I went forward to get the first information I had it was 1354.

Marx: Uh-huh.

Blair: If he flew yesterday and it was before this time of day then of course I don't think I can get that with a spurt. 24 hours is all I can do.

Marx: I know, yeah.

Blair: But the QA Office could pull tapes.

Marx: And that's what I'll advise him. If he needs more information, then the QA folks are the ones to go through. Hey, I appreciate it.

095

Blair: Alright, Gene.

Marx: Bye.

Blair: Bye.

5/12 1654E (Conversation between the McAlister Automated Flight Service Station and Gene Marx, Washington Headquarters Comm Center)

McAlister AFSS: McAlister Automated Flight Service, Operations.

Marx: Yes, sir. This is Gene Marx, the Washington Operations Center Supervisor.

McAlister AFSS: Where?

Marx: The Washington Operations Center.

McAlister AFSS: Yes, Sir.

Marx: I'm just calling on behalf of David Balloff, the Administrator for Government and Industries. For some reason, he was looking to see if we had any information on an aircraft, November 7-1-1 Romeo Delta. And I know that he flew into McAlister today. Did he do any flying yesterday?

McAlister AFSS: Well, I'll tell you what, let me look back for the first 24 hours, then I can get a hit on yesterday. Okay? Hold on.

Marx: Sure. 7-1-1 Romeo Delta.

McAlister AFSS: Right. Okay, I got quite a bit of history here. Let's see. He had a flight plan, was it Cheyenne?

Marx: Right.

McAlister AFSS: Okay, left Ardmore Executive or was proposed off of Ardmore Executive, which is in South Central Oklahoma.

Marx: Right.

McAlister AFSS: At 1800Z. Destination was GTU. M. Thompson, was that the name of the pilot?

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Marx: Thompson? You know, I don't even know. I just made the mistake of answering the phone here.

[laughter]

McAlister AFSS: Okay, Thompson, Plainview, PVW, is the . . .

Marx: Oh, yeah.

McAlister AFSS: 806-293-1307 telephone number. Just one on board at that time. Okay, went to

Marx: This was yesterday?

McAlister AFSS: No, this was today, 12 . . . 1800 . . . It'd be 1:00 this afternoon.

Marx: GTU is Plainview?

McAlister AFSS: No, home base.

Marx: Okay, I gotcha.

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McAlister AFSS: Okay, let me GTU is Georgetown, Texas. It's in the Dallas metro area.

Marx: Okay, I gotcha.

McAlister AFSS: Okay, and I'll see what else we have here. Hold on please. Okay, then there was a cancellation, let's see, GTU back to Ardmore Executive. Looks like the . . . 1930, yeah, he was suppose to return back to Ardmore Executive. Let's see, 1930, time enroute shouldn't be more than an hour and 20.

Marx: Right.

McAlister AFSS: So he should be back there within about a half hour or so.

Marx: Right, yeah, we knew that he flew today.

McAlister AFSS: Okay, well I only go back 24 hours.

Marx: Good.

McAlister AFSS: Was that enough or do you need hits for yesterday?

Marx: If you got any for yesterday that would be helpful.

McAlister AFSS: Well, it would take me . . . I'd have to call our FSDPS and ask them to check to see if they have any hits on this aircraft and get a time. I would not have much more information at that. All I would do is give that information.

Marx: That's all I need.

McAlister AFSS: Okay, can I put you on hold then?

Marx: You bet.

[pause]

McAlister AFSS: Okay, sir, you still on?

Marx: Yeah.

McAlister AFSS: Okay, just had our FSDPS check; they had nothing for yesterday.

Marx: Okay.

McAlister AFSS: And the 8th was the last time that they had something and it was filed with Ft. Worth.

Marx: Okay, hey I appreciate it. And I tell you what I'm a Flight Service type myself before I came here, and I was with OASIS for so long that I forgot all about the FSDP people.

McAlister AFSS: Yeah, they won't give you a whole lot of information.

Marx: Yeah.

McAlister AFSS: But they can get an index of services on that number. And you can get them any time and the 8th was the last time they have anything and that was with Ft. Worth Flight Service. So, if you need more information they've got it.

Marx: No, that's perfect and I appreciate your help.

McAlister AFSS: No, problem. And you have a good one.

Marx: You too, now.

McAlister AFSS: Bye.

Marx: Bye.

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5/12 1708E (Conversation between Ron Blair, Ft. Worth Center, and Gene Marx, Washington Headquarters Comm Center)

*WOC OPS
SUPERVISOR*
Marx: Hello. Hello?

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Blair: Gene.

Marx: Yeah.

*17:08
:47*
Blair: Ron Blair, Ft. Worth Center.

Marx: Yes, sir.

Blair: I'm calling you back reference November 7-1-1 Romeo Delta.

Marx: Oh, I appreciate it.

Blair: We called our QA and they just did a quick look. And the guy flew from Austin to Plainview yesterday.

Marx: Oh, great, Austin to Plainview. That helps a lot, because the only other information I could get was that he flew like on the 8th, and I got that off of some FSDP stuff that the Flight Service had. But he did fly to Plainview yesterday, huh?

Blair: Yeah.

Marx: Okay, hey I appreciate it.

Blair: You bet, you're welcome.

Marx: Thanks for getting back to me.

Blair: You bet.

Marx: Bye.