

At 1537 hours and 25 seconds Atlanta Center made the transmission of "West."

The Charlotte radio approach control responded, "Cessna three one three correction three one two one Sierra 11 miles west primary target out of four thousand five hundred climbing to six."

Atlanta Center responded, "Radar contact."

Charlotte approach control position responded with "GD" at 1537:30.

The next transmission was from the Cessna 310, November 3121 Sierra. The transmission read as follows: "Atlanta Center three one two one Sierra at 6,000 now."

The center responded "Twin Cessna three one two one Sierra Atlanta Center Roger radar contact climb and maintain 8,000. Report reaching."

Cessna responded, "Roger" at 1538:40.

The next transmission was from 3121 Sierra, as follows:

"Atlanta Center three one two one Sierra is at 8,000 now."

That transmission occurred at 1541 and 30 seconds.

The center responded "Cessna three one two one Sierra level eight, is that right?"

Response by Cessna—I beg your pardon. There was no response to that transmission and the center came back a few seconds later and said, "Cessna two one Sierra, are you level eight now?"

Cessna 3121 Sierra responded, "Affirmative level at 8,000."

The center rogered for that at 1541 and 50 seconds.

Shortly thereafter, Atlanta Center instructed November 3121 Sierra "Contact Atlanta Center one two five point five."

310 responded "Roger one two five point five."

That occurred at 1547 and 20 seconds.

We now switch to the recorder No. 2, Channel 15 position, R9. This the Spartanburg radio position.

The first transmission is from November 3121 Sierra. "Atlanta Center three one two one Sierra at 8,000 feet."

This time is 1547 hours 55 seconds.

Atlanta Center responded, "Other aircraft calling center say again, please."

"Three one two one Sierra is at 8,000."

Center, "November one three two one Sierra Roger Asheville altimeter is three zero two one correction on that the altimeter is three zero two seven at Asheville."

The center followed this with another transmission, 1 minute and 45 seconds later, at 1515 and 45 seconds.

"November one three two one Sierra traffic 12 o'clock four miles westbound slow."

3121 Sierra responded "Negative contact."

Atlanta Center came back and said, "Cessna one correction three one two one Sierra is that your correct identification three one two one Sierra."

No response.

The center came back "Cessna three one two one Sierra Atlanta."

The Cessna 310 responded "Three one two one Sierra."