

Recorded April 7, 1994

Jim Tucker (JT): Center! Center emergency!

Memphis Center (MC): Aircraft with emergency go ahead. Aircraft with emergency, say again.

JT: Listen to me!

MC: Aircraft with emergency, say again.

JT: Express 705. I've been wounded. We've had an attempted takeover onboard the airplane. Give me a vector please, back to Memphis at this time. Hurry!

MC: FedEx 705, fly heading zero niner five, direct Memphis.

JT: Alert the airport facility. . . Hey Memphis, you still with me?

MC: Affirmative, Express 705 . . . Express 705 descent maintain one-zero thousand.

JT: Listen. Hey center . . . Give me a heading to Memphis.

MC: Express seven zero five. Fly heading of zero-niner zero, vectors, direct Memphis.

JT: Zero niner zero. This is an emergency.

MC: Express 705, descend, maintain one-zero thousand . . . Express 705 descend maintain one-zero thousand.

JT: One zero-thousand, OK. Keep me advised, where is Memphis?

MC: Express 705, fly heading of zero niner zero. The airport's at 43 miles, 12 o'clock.

JT: OK, say my direction to Memphis.

MC: Express 705, you're eastbound at this time. And it'll be about 12:30, one o'clock.

JT: Look, just keep talking to me, OK?

MC: Express 705, affirmative. If you need an ambulance, we'll get that for you.

JT: We'll need an ambulance, and we'll need armed intervention as well.

MC: Express 705, descend and maintain 5,000.

JT: Down to 5,000 feet. Roger.

(Memphis Center calls Memphis Approach on the telephone.)

MC: Express 705, we have an emergency. He's turning back direct Memphis. He's had an attempted takeover. He is wounded at this time.

Memphis Approach (MA): He's had an attempted takeover?

MC: Affirmative. He's north of Forrest City by about eight miles at this time. He's at 10 thousand descending 5,000.

MA: OK, Radar contact. You can put him on nineteen one. (Radio frequency 119.1.)

MC: Nineteen one.

MC: Express seven zero five, contact Memphis Approach on one-one-niner-point-one. They know about your emergency. They'll have lower for you and assistance.

MC: Express 705, contact Memphis Approach on 119.1. They're aware of your emergency.

JT: Request a single-frequency approach.

MC: A single-frequency approach, we'll pass that on, 119.1. Express 705.

JT: Nineteen-point-one.

(For several minutes, controllers are unable to reach FedEx Flight 705 because all three crewmembers are in the rear of the airplane trying to subdue the attacker while the DC-10 flies on autopilot.)

MA: Jonesboro Low, Memphis. Did you shift 705 heavy?

MC: Affirmative, 119.1. He was on a 90 suggested . . .

MA: I don't know what's going on now. He's heading northeast-bound, not talking to me.

MC: He's been wounded. He sounds like he's in bad shape.

MA: Did they subdue the assailants or what?

MC: They're not sure. I heard some noise in the background. Hollering. He said he'd been injured. He didn't say if he'd been shot. He said he needed assistance back to the airport.

MA: If he comes back on, tell him to expect Runway Nine and put him on me.

MC: Express 705 Memphis . . .

(FedEx Captain David Sanders returns to the cockpit to land the aircraft while the other two crewmembers try to contain the attacker in the rear of the aircraft.)

David Sanders (DS): Memphis, can you hear me?

MA: Is this Express 705 heavy?

DS: Seven oh five, yes.

MA: Seven oh five heavy, Memphis, roger. I do hear you. You can proceed direct Memphis if able. Expect Runway Niner. The altimeter is 30.29.

DS: Do you understand we're declaring an emergency? We need security to meet the airplane. We'll stop it on the runway if we can.

MA: Express 705 heavy, affirmative. All that's been taken care of. Security will be available as well as medical assistance.

DS: Memphis, 705, understand we'll need some medical personnel to meet us also.

MA: Express 705 heavy, roger, that's being taken care of. They'll meet you there.

MA: Express 705 heavy, are you able to turn toward the airport?

DS: Yeah, give me a vector.

MA: OK, Express 705 heavy, fly heading one zero zero, vectors, Memphis.

DS: We're turning toward the airport now.

MA: Left turn, heading one zero zero.

DS: One zero zero, Express 705

MA: Express 705 heavy, if able, when you can, I'd like to know your fuel on board and number of persons on board.

DS: OK, we'll get to you in just a second.

MA: Roger, no rush.

MA: Express 705, is that localizer coming in now?

DS: We're on the localizer now, descending.

MA: Roger. You want to do a visual? Or, you want to shoot the ILS, or just shoot a visual?

DS: I'll follow the ILS down and take a visual.

MA: Seven oh five heavy, pilot's discretion, maintain 2,000, and advise when you get the airport in sight.

DS: Will advise.

MA: You're 31 miles west of the airport.

MA: I'll make a transmission to you every 30 – 45 seconds or so, just to stay in touch.

MA: You're 20 miles from the airport. Do you have that fuel and passenger information?

DS: We've got four on board, 86,000 (pounds) on the fuel, four souls.

MA: How many people should security be looking for?

DS: Four.

MA: I mean, how many involved in the action?

DS: Everybody has been injured. There's one person that lost it. The jump-seat passenger is the one that attacked the crew.

MA: OK thanks.

MA: Express 705 heavy is 15 miles from the airport, about 14 miles, advise when you have it in sight.

DS: I have it in sight.

MA: Express 705 heavy is cleared visual approach Runway Niner. Express 705 heavy, the wind is zero three zero at five, you are cleared to land Runway Niner.

DS: Cleared to land.

MA: Express 705 heavy, you're about six and a half miles from the threshold. If able, when you get on the ground, advise when you're on the ground. I won't make any more transmission to you at this time.

DS: We're coming around Runway 36 Left.

MA: OK, Express 705 heavy, Runway 36 Left, cleared to land, cleared visual approach 36 Left. You are cleared to land. The wind is zero five zero at eight.

Get over here in a hurry!

