

Central Region Audio Transcript (5:39)

David Brown & Jack Bowers

St. Louis TRACON

Bowers-“Skylane 6CA do you still see the airport?”

Pilot-“No, I flew over it and now I’m just trying to get some altitude.”

Bowers-“6CA roger, turn, fly heading 090.”

Pilot-“090”

Bowers-“What is your altitude now 6CA?”

Pilot-“1,500”

Bowers-“Ok, do you have any ground contact?”

Pilot-“No, I sure don’t.”

Bowers-“Ok, would you like to try to get down there again?”

“Skylane 6CA would you like to try to get down there again or are you going to try to get up on the top again?”

“Skylane 6CA I do show you climbing at a pretty good rate, 1,700, you can continue that climb all the way up on top again, 5,000 feet if you’d like.”

Pilot-“Let’s go back and try this other one again. Yeah, ok, anyway you want me to try it again, let’s try it again.”

Bowers-“Ok, 6CA, we’ll put you right on the final again if you’d like to do that, just level off at an altitude that’s comfortable for you there and we’ll get you on a mile or two final.”

“And what is your heading now 6CA?” “Skylane 6CA turn left heading 060, left turn 060.”

Pilot-“060”

Bowers-“Skylane 6CA you do want to try this one more time or do you just want to climb up?”

Pilot-“Yeah, I’d like to try it one more time.”

Bowers-“6CA roger, turn left heading 360 and descend now to 1,000 feet.”

Pilot-“360, 1,000”

Bowers-“Skylane 6CA when you break out, you’re going to be on about a three-quarter mile final, the airport’s going to be at 11 o’clock and about a half mile.”

Pilot-“Ok”

Bowers-“Skylane 6CA turn left heading 320.”

Pilot-“Left to 320”

Bowers-“Ok, you are right on final now, 6CA, a half mile final, 6CA, right on final. You’re looking good on the approach course. You should see the airport. Skylane 6CA the airport should be 12 o’clock and a quarter mile, you are 500 feet above touch down.”

Pilot-“Ok, keep on me.”

Bowers-“Ok, do you see the airport at all sir?”

Pilot-Inaudible

Bowers-“Skylane 6CA I’ve lost radar contact with you. If you do not see the airport, start a climb.”

Pilot-“I’m over the water tower now.”

Bowers-“Ok, sir, I’m not real familiar with where the water tower is. Can you see the airport at all?”

Pilot-“Not anymore. I had to, I didn’t ever see it, on the final, I didn’t do it. I’m going back to 1,000 feet. I’m heading 300.”

Bowers-“Ok, Skylane 6CA, fly heading 100, 100 heading and climb, just continue climbing as much as you can.”

Pilot-“120”

Bowers-“Skylane 6CA I have you on radar contact again, you’re a half mile southwest of the airport but you’re heading northwest bound, turn left, a left turn, well, if you’re already in the right that’s fine too, left or right turn heading 120.”

Pilot-“120 and the ice is coming...”

Bowers-“Skylane 6CA that transmission was broken. I did hear something about ice. You are right over the top of the airport right now.”

Pilot-“The ice is coming off. Give me a heading, I’m going to go to 2,000, give me a nice heading and I’d like to try that long approach again.”

Bowers-“Skylane 6CA roger. Ok, fly heading 120 and you can stay down there, 1,800 feet, if you’d like to if that ice is coming off there, let’s stay there.”

Pilot-“It’s coming off nicely.”

Bowers-“Ok, 120 heading 6CA.”

“Skylane 6CA, the downtown weather is now down to 300 feet. Uh, we’re still good at Scott Air Force Base. They’re at 1,000 feet. Would you like to try Scott Air Force Base?”

Pilot-“How far’s that?”

Bowers-“Uh, about 12 miles east of you right now. It’s the Mid America Airport.”

Pilot-“Yeah, let’s do that.”

Bowers-“Skylane 6CA that’s Bravo-Lima-Victor (BLV). Continue heading 120 and maintain 2,000, well, you find an altitude there, are you not picking up ice at 2,300?”

Pilot-“It seems like its fine. Yeah, it’s just coming off at this level.”

Bowers-“6CA roger, let’s just maintain 2,300 then and let me know if the icing starts back up.”

Pilot-“What’s the symbol on that one?”

Bowers-“Ok that’s BLV is the identifier over there and we’ll put you on the ILS to 32 right, I’m sorry 14, 14 left, that’ll be 14 left and I’ll come up with the frequency for that here shortly 6CA. Fly heading 060.”

Pilot-“Again, can I get the three letters?”

Bowers-“I’m sorry, you want 2,300? Would you like something, a different altitude?”

Pilot-“No, just what are the three letters for the airport?”

Bowers-“BLV, that’ll be Kilo-Bravo-Lima-Victor.”

Pilot-“KLV right?”

Bowers-“BLV, Bravo, Lima, Victor”

Pilot-“Ok, I show its 13 miles away.”

Bowers-“Yes sir, 6CV. Ok, Skylane 6CV, the localizer frequency is 111.15.”

Pilot-“111.15”

“We’re going to get it this time.”

Bowers-“Ok, 6CA. I’ll tell you what, you’re sounding a lot better, your airplane looks like its performing great and they’ve got good weather. We are, we’re real confident.”

Pilot-“The ice is completely off the right strut.”

Bowers-“Oh, ok, very good sir.”