

Jack Deutscher, Controller: Alright Niner Delta Mike, I'm going to change you if you don't mind. I'm going to take you runway 32 because that's going to get us a little closer, okay?

N229DM: Alright, sounds good. By the way, the windows, they're so iced up, I see nothing.

Jack: Yeah, that's kind of what I was afraid of. We'll see if we can get some runway. So we're going to turn up the lights for you, um, and all that.

N229DM: Roger.

Jack: Alright, November Niner Delta Mike, you're five miles from the runway 32 threshold. Just, uh, turn right heading 300 and let me know when you're established on that.

N229DM: Turning right, 300.

Jack: November Niner Delta Mike, on runway 32, the lowest I can get you is 1440, so prepare to descend to that in about a mile.

Jack: November Niner Delta Mike, are you on the 310, or, 300 heading?

N229DM: Working on it. I'm about three one right now.

Jack: Okay, I need you back left. You're right of course, about a mile right of course. Looks like you're continuing in the right turn.

N229DM: How's that? I should be right on.

Jack: Alright, that looks a little bit better. Continue the left turn heading 280 if you can.

N229DM: I can see absolutely nothing.

Jack: I know, I need to get you down. I need you established on a heading a little bit closer to the runway. We're about three miles from the runway threshold and uh, you're just ever so slightly right of course.

Jack: Alright, Niner Delta Mike, this is looking better. Descend and maintain 1400 feet.

N229DM: 1400.

Jack: And Niner Delta Mike, you're two and a half miles from the runway threshold, just right of course. Um, it looks like you're correcting. It looks good.

N229DM: 310 and I'll try to lose some altitude here.

Jack: November Niner Delta Mike, the tower does say that you're cleared to land runway 32. Um, now you're turning back right again, I need you to turn left. Left turn. About, uh, 300 if you can.

N229DM: I lost my airspeed indicator, I can see a little bit out the window.

Jack: Alright, I need you to keep turning left though. You're turning away from the airport.

Jack: Alright, November Niner Delta Mike, the airport is directly west of you. Do you see the ground okay though?

N229DM: Just a little bit out of part of the window.

Jack: Okay, turn left if you can and uh, it'll be 270. Um, and the airport will be right in front of you at that heading.

N229DM: November Niner Delta Mike, you're a half mile away from the Madison Airport. It's just ahead and to your left. If you can see anything, let me know. The lights are all the way up on all the runways.

N229DM: We're doing just a little bit out of the corner of the window and barely.

Jack: Alright, so you're not seeing the airport at all? I mean I can take you out for an ILS but I'm going to need to have you climb. You're getting really low.

N229DM: I got it full throttle. We're not going nowhere.

Jack: Okay, the airport's just off to your left. Just 90 degrees to your left. You're less than a mile north of the airport.

Jack: Niner Delta Mike, you're pretty much on a downwind for runway 18 right, or runway 36 right now. Um, just need you flying straight southbound.

N229DM: Okay, so. Alright, I see, I see the airport. Alright.

Jack: Pick a runway, and just put it down. Wind is 050 at 10. Um, you're cleared to land any runway.

N229DM: I've got to find a runway. I can't even see which one is the runway but I'm starting to be able to see a little bit here.

Jack: Is he going to land?

Tower controller: Uh, he's, uh, it looks like he made it. He's rolling off three.

Jack: Thank God.

Tower controller: Alright, good job man.