

TRANSCRIPT: GREAT LAKES REGION

N6085M: Madison Approach, Cessna six-zero-eight-five mike, flew into absolutely no visibility. I need your help getting outta here.

KRISTIN DANNINGER: November six-zero-eight-five mike, squawk zero-four-four-five.

DANNINGER: Can you climb VFR?

N6085M: Uh, I'm gonna climb...I can't climb VFR, I'm in a zero visibility. I'm (inaudible) instrument as we speak.

DANNINGER: November eight-five mike, roger, and where would you like to go?

N6085M: Um, as soon as I can get out of this visibility like this, that'd be great.

DANNINGER: November eight-five mike, roger. I had a Cessna ten miles east of your position was ok at the Portage airport. If you can happen to go eastbound you should be out of it in less than ten miles.

DANNINGER: Cessna eight-five mike, do you have any instrument training?

N6085M: I have zero instrument training, uh, I...have zero instrument training. I feel comfortable with where the instruments are at and I feel good with where we're at. Um, not that this makes you feel any better, I just got my pilot's license, uh, yesterday.

DANNINGER: Cessna eight five mike, roger, you're doing fine for now. Looks like you're just above five thousand two hundred and at that point you'll be safe above the ground.

DANNINGER: Cessna eight-five mike, there is an airport one o'clock and three miles. It's the Portage Municipal Airport.

N6085M: Alright, I'm going to try to descend to two thousand seven hundred and keep an eye out for Portage Municipal. I still have zero visibility though at three thousand two hundred so I'll see what I can do here.

N6085M: I still have zero visibility at two thousand seven hundred. It's not gonna happen.

DANNINGER: Cessna eight-five mike, roger, and I would just suggest you continue eastbound then. Hopefully the conditions will improve.

DANNINGER: Cessna eight five mike, it looks like you're descending a bit. I would recommend you climb back up to two thousand seven hundred.

N6085M: Climbing at two thousand seven hundred. I started to see the ground a little bit so I wanted to descend just a little bit to see if it would make it a little better. I appreciate that.

DANNINGER: Cessna eight-five mike, roger, if you want to descend VFR that's at your discretion, sir.

N6085M: No, I appreciate it. I'll stay here.

DANNINGER: Cessna eight-five mike, you're on a good heading for the Madison Airport. You can expect a landing on runway two-one.

DANNINGER: Cessna eight-five mike, are you seeing the ground at all yet?

N6085M: I can see the ground pretty good. Um, it's still hazy, but it seems to be getting better.

DANNINGER: Cessna eight-five mike, your one-six miles north of Madison. Just continue southbound, I'll point it out as you get closer.

N6085M: I appreciate that Approach, eight-five mike.

DANNINGER: We have all the runway lights and approach lights on high. It's twelve o'clock, one-zero miles.

N6085M: Roger, visibility coming up a little bit but still don't have the airport in site.

DANNINGER: Cessna eight-five mike, roger, do you see the interstate highway below you and to your right?

DANNINGER: Cessna eight-five mike, if you'd like to follow that as it goes a little bit to the southeast, that'll take you close to the runway.

N6085M: Madison Approach, I believe I have Runway Two-One in sight. Um, am I just off, just off it?

DANNINGER: Cessna eight-five mike, there is a runway straight ahead of you, twelve o'clock. That's Runway One-Eight.

N6085M: Uh, roger that, I have the Runway One-Eight clearly in sight. Um, I will head southeast. I believe I have Runway Two-One in sight. Um, I'll turn right base on Runway Two-One...

DANNINGER: Cessna eight-five mike, thanks. Contact tower one-one niner point three.

N6085M: One-one niner point three, I appreciate your help. Thank you.

DANNINGER: You're welcome.

UNIDENTIFIED: Good job guys.