

TRANSCRIPT: CENTRAL REGION

Cedar Rapids ATCT (CID), David Cornell

N8584X: Uh...eight-four x-ray is declaring an emergency. I want to land at your airport.

CORNELL: Are you capable for and qualified for an IFR flight?

N8584X: Negative on IFR.

CORNELL: Say the nature of your emergency.

N8584X: My destination was alpha-whiskey-gulf. Uh, the ceiling is too low for me. I can't get in there.

CORNELL: Cessna eight-four x-ray, roger, radar contact one-zero miles north of the Washington Airport. I show you at four thousand four hundred, maintain VFR, and we're gonna have to find you an airport where there is not fog. I know everywhere around here, um, that I know of, fog is an issue, but standby and we will work on it for you.

N8584X: Okay approach, I probably have only thirty minutes of gas, over.

CORNELL: Alright sir, we'll do what we can here quick.

CORNELL: You said about thirty minutes of fuel, and how many people on board?

N8584X: Pilot only, one person.

CORNELL: Okay. Uh, how much experience do you have? You got many, much time in the airplane?

N8584X: Oh, probably five or six hundred hours.

CORNELL: Any instrument time at all? Uh, practice, or uh, experience flying approaches at all?

N8584X: Yeah, roger that. About three years ago.

CORNELL: Okay.

WATERLOO: Loo Approach.

CORNELL: Yeah, I've got a VFR aircraft that's stuck on top of this fog layer with thirty minutes of fuel. Do you know of any airport up in your area that is VFR?

WATERLOO: Ah, looks like everything up around us is a quarter-mile visibility or a half-mile visibility with overcast of two hundred to one hundred feet so we got nothing over here.

CORNELL: Roger.

WATERLOO: Alright K-H.

CORNELL: C-Z.

QUAD CITY: Cedar, Quad City...

CORNELL: Cedar Rapids.

QUAD CITY: Ah, we've got nothing. It's pretty socked in all over the Midwest.

CORNELL: It is.

CORNELL: Cessna eight-four x-ray, looking around, the best whether that I can find anywhere in the Midwest...Ottumwa has a three hundred-foot ceiling, and visibility of two and one-half miles. Now we can, I can get you turned over to the center and if you want to head down to Ottumwa and try some type of an approach there, or if you want to come to Cedar Rapids and attempt something, um, it's gonna be up to you but there just, there's just not a lot of options.

N8584X: I would like to attempt Cedar Rapids, over.

CORNELL: Cessna eight-four x-ray roger, we can try an ILS approach to Runway Two-Seven, or we can try and do an ASR approach, just guiding you down on radar. Just let me know what of these, what you think is the best option for you, what you're most comfortable with.

N8584X: I would prefer the Runway Two-Seven, the one practice I did was on that.

CORNELL: Okay, and uh, you want to try an ILS approach?

N8584X: ILS, roger.

CORNELL: Let's make it a heading of zero-one-zero for Cessna eight-four x-ray, and I want you to start descending. I want you to stay above the clouds, don't go in the clouds yet, but why don't you descend down, um, as low as you can.

CORNELL: Cessna eight-four x-ray, and what's your name sir?

N8584X: Last name Tindal, T-I-N-D-A-L.

CORNELL: Okay, and what's your first name?

N8584X: Doug.

CORNELL: Okay Doug, we'll see if we'll get you down here tonight.

CORNELL: And the altitude that we're eventually gonna descend to, uh, is gonna be the minimum descent altitude. And your, best case scenario, you're not gonna see the airport until right at that altitude, um, so just kind of plan on that.

CORNELL: Cessna eight-four x-ray, I show you made a left turn there. You're heading south of the localizer again. Why don't you just stay on that two-eighty heading and plan about a two-seven-five and we'll see how that heading does.

N8584X: Alright, I'm trying to concentrate on controlling.

CORNELL: I understand sir, we'll just talk you through it. Take your time. We got plenty of room.

CORNELL: Cessna eight-four x-ray, good job on the altitude. I show you at two thousand seven hundred, you just keep the wings level, and stay on that two-eighty heading until we get you up by that localizer.

CORNELL: So eventually, we're just gonna keep those needles centered, just a very gradual descent, uh, down to our decision height tonight. Uh, we've got all the lights cranked up as bright as everything will go, and even got the fire trucks out there with all those lights on as well so...

CORNELL: Uh, cleared ILS two-seven approach and I'll just continue to help you fly that localizer.

CORNELL: So, just configure the airplane like you would in VFR on a four-mile final.

CORNELL: Doug, you're looking great. I show you just about on the localizer, maybe just a little bit north.

CORNELL: Cessna eight-four x-ray, I do have a low altitude alert. Uh, just kind of keep, don't get below that glide slope, try and keep that needle centered.

CORNELL: Uh, speed looks great, looks like you're just about right on that localizer.

N8584X: I'm seeing light.

CORNELL: Okay, Cessna eight-four x-ray, um don't...one thousand sixty-two feet is the decision height, don't go lower than that.

CORNELL: Cessna eight-four x-ray, low altitude alert. Climb, maintain one thousand sixty-two feet.

CORNELL: Cessna eight-four x-ray, how do you hear?

CORNELL: Cessna eight-four x-ray, approach. How do you hear?

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