

TRANSCRIPT

EDITED AUDIO FROM FLIGHT ASSIST

Stephen Roebuck

Bruce Clough

John Therrien

Bill Wood

Boston Center

Total time: 3:30

PILOT: Three four four six, uh, it looks like we have lost the (unintelligible), uh, and we are VFR above. Right now we're going to need to stay VFR

CONTROLLER: Seneca four four six turn left or right or climb or descend or whatever you need to do to maintain VFR conditions. Stay right in the VFR conditions.

PILOT: Three four four six roger. Thanks for your help.

CONTROLLER: Seneca four four six we are looking for an airport that we can get you to to descend in VMC conditions but it's very important that you try and remain VMC.

PILOT: Three four four six roger. Will do. I'm going to climb. I'm going to wait until it's clear to descend. I'd rather stay on top.

CONTROLLER: Seneca four four six, nice easy gentle turn to the right. Just take it nice and easy turn to the right and if you can, to a heading of zero nine zero. We're going to

take you out towards the Cape area. We believe this ... uh ... the weather is good enough for you to descend in VFR conditions there.

PILOT: Clear on top here. Anything ... possibility of getting below the weather ... on top of the weather?

CONTROLLER: We need to do what is comfortable for you. If you'd like to descend we can start you down, but we believe there might be an airport up near the Boston area. ... that might be in VMC conditions and we might be able to descend you right down to.

CONTROLLER: Seneca four four six, we were wondering if you were to pull the circuit breaker, if that might help out. I used to fly Seneca many, many years ago. You probably fly in a newer one now. But you need to identify that circuit breaker individually and don't pull it just yet. But just think about that.

CONTROLLER (to a second pilot, from US Airways): OK, the situation is the Seneca has lost both vacuum pumps. It appears it might be connected to a de-icing ... de-icing boots are fully extended right now. Do you have any suggestions?

US AIRWAYS PILOT: Yeah, I was going to suggest the same thing ... pulling the circuit breaker to those pumps, trying that.

CONTROLLER: Seneca four four six if we were to descend you on a very, very gradual straight-ahead descent without any turns at all, in which we believe you would break out at nine thousand feet, do you feel comfortable with that? You would probably be in IMC conditions for a while.

PILOT: Yeah, four four six I'm comfortable with that.

CONTROLLER: OK we're not going to suggest that yet. We'd just like to know. We're going to move you up toward the Boston area and maybe we can get you down into VMC conditions.

PILOT: Yeah, Seneca what do you think the undercast is at this point?

CONTROLLER: I believe the bases where you are right now are between nine thousand and six thousand feet. Would you like to descend on a constant heading with a nice easy smooth descent.

PILOT: Yeah, four four six I could go for that.

CONTROLLER: OK, and, before you start that into VMC conditions, let's discuss a couple of things. Do you have some sort of an instrument that is going to give you attitude information?

PILOT: That's affirmative, four four six.

CONTROLLER: OK, if you lose that, you do know that you can just hold a constant heading and maintain a constant airspeed. That's going to keep the wings level and that's going to keep the aircraft normally in control, correct?

PILOT: That's affirmative, four four six.

CONTROLLER: OK, you got the (unintelligible) turned on?

PILOT: Four four six roger.

CONTROLLER: Seneca four four six I suggest you fly your present heading and just start a nice easy descent on down. OK there's no hurry, just take your time. There's no hurry at all.