

TRANSCRIPT: NEW ENGLAND REGION

Burlington ATCT (BTV), Chuck LaBombard

N634K: Burlington Approach, I'm very uncomfortable with my fuel level, is there any way I don't have to go all the way to, uh, POROE?

LABOMBARD: Columbia three-four kilo, descend and maintain five thousand four hundred and fly heading one-four-zero, I'll vector you to intercept the final on about, uh, fifteen miles out.

LABOMBARD: Columbia three-four kilo, you're four and a half miles from ZABOX, maintain five thousand four hundred 'til established on final, cleared RNAV/GPS Runway Three-Three approach.

LABOMBARD: Columbia three-four kilo, looks like you're having trouble getting established on final, climb and maintain five thousand four hundred and fly heading of two-seven-zero.

N634K: I screwed up.

LABOMBARD: Columbia three-four kilo, that's fine, climb and maintain five thousand four hundred and turn right heading two-seven-zero.

LABOMBARD: Columbia three-four kilo, low altitude alert, climb immediately ma'am, climb immediately and maintain five thousand four hundred.

N634K: Okay I'm up, but please get me...

LABOMBARD: Columbia three-four kilo, you're gonna be just fine ma'am, maintain five thousand four hundred, keep your wings nice and level. Just climb and head westbound, please.

LABOMBARD: Columbia three-four kilo, how you doin'? You nice and level there with your wings?

N634K: I'm level but I'm only at forty-seven hundred.

LABOMBARD: Columbia three-four kilo, you're doing just fine. Descend and maintain four thousand now ma'am, maintain four thousand for three-four kilo.

LABOMBARD: Columbia three-four kilo, uh tower says the VOR Runway One approach and circling to three-three would work, what do you think about that? It seems like a pretty good plan at his point.

N634K: Yes, as long as you can keep me on course, thank you.

LABOMBARD: You're gonna be just fine.

LABOMBARD: Columbia three-four kilo, descend and maintain four thousand. Let me know when you got the approach plate out for the VOR approach.

N634K: I'm sorry. I can't do a VOR. I'm too nervous.

LABOMBARD: Columbia three-four kilo, that's uh just fine, you're gonna be just fine. You still got, uh, quite a bit of fuel. Fly heading two-seven-zero and maintain four thousand.

N634K: Two-seven-zero, four thousand.

LABOMBARD: And we keep getting you closer to the airport, you're gonna be just fine.

FLG4198: Departure, Flagship 4198.

LABOMBARD: Flagship 4198, go ahead.

FLG4198: Where is that Columbia?

LABOMBARD: About ah eleven o'clock and six miles, heading westbound at four.

FLG4198: It is VFR right here, all the way to our south as far as the eye can see.

LABOMBARD: Columbia three-four kilo, that report of VFR conditions comes about six northwest of your position, we're gonna try and put you right there and get in VFR conditions.

LABOMBARD: Columbia three-four-zero, turn right now, right ma'am, to three-four-zero heading.

LABOMBARD: Columbia three-four kilo, are you familiar with the Shelburne area?

N634K: No, I'm brand new here.

LABOMBARD: That's alright. Just let me know when you can see the ground.

N634K: Okay, I'm still at four thousand and I can barely see it.

LABOMBARD: Columbia three-four kilo, you're gonna be approaching the shoreline of Lake Champlain in about three miles. It's, uh, just dead ahead of you at three miles. Maintain two thousand two hundred for the Columbia three-four kilo.

LABOMBARD: Columbia three-four kilo, the lake, uh, shore is just about directly below ya.

N634K: Still can't see it, three-four kilo.

LABOMBARD: Cessna six-five-seven, fly heading zero-one-zero. I'm gonna take you over toward Plattsburgh, see how that looks.

N657: I got uh VFR right now if you wanted me to circle then I could just go under over at Shelburne.

LABOMBARD: Cessna six-five-seven, I appreciate that but I'd like you to keep going northbound to see what it looks near Plattsburgh in case we need to take this Columbia there.

N657: Roger I'll do that, no problem sir.

LABOMBARD: Cessna six-five-seven, what's it look like ahead of you?

N657: Uh, it's IFR ceilings.

LABOMBARD: Columbia three-four kilo, what would you think about doing an ILS approach to the Plattsburgh International Airport, that's about ten northwest of Burlington?

N634K: I don't know if I can make it, I mean I am out of fuel.

LABOMBARD: Columbia three-four kilo, we're gonna vector you right over the runway.

N634K: How far am I from the runway?

LABOMBARD: Three-four kilo, you're about four northwest of the airport.

LABOMBARD: Three-four kilo, turn right heading one-five-zero.

N634K: Right one-five-zero.

LABOMBARD: And three-four kilo, descend to eight hundred feet.

N634K: Eight hundred.

LABOMBARD: Columbia three-four kilo, continue the right turn now, right turn ma'am, you gotta head two hundred to get to the airport. Two twenty now.

LABOMBARD: Three-four kilo, the airport should be directly ahead of you, twelve o'clock and two miles.

N634K: Am I over the center of it?

LABOMBARD: You're not quite there yet ma'am, it's two mile ahead of you, two miles ahead of you.

N634K: Okay, I see the airport, I see the tower. I'm heading right at'cha.

LABOMBARD: Okay three-four kilo, find a runway and land on it, fifteen or thirty-three, any of the runways just find one and land.

N634K: Thank God, three-four kilo's down.

LABOMBARD: Three-four kilo, contact tower now, one-one-eight point three.

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