

**KEN GREENWOOD, JOSH HAVILAND, RYAN HERRICK, Seattle TRACON**

**N13TM:** Seattle Center, do you copy?

**Greenwood:** Transmitting on Seattle Center, this is uh Seattle approach nineteen two.

**N13TM:** Okay well, maybe you can help me. I was flying into Ellensburg and when I- of course when I got there, well the clouds were over, and I went to Arlington and I can't get down through, and I'm beginning to get low on fuel, so I'd like to go direct to Auburn. Can I get down there?

**Greenwood:** And uh say call sign, type aircraft, and Ident.

**N13TM:** Uh november one three tango mike, and I'm a Mooney.

**Greenwood:** Mooney one three tango mike squawk zero three seven five, are you I-F-R capable and qualified?

**N13TM:** I am IFR but I am not current.

**Greenwood:** November one three tango mike verify the airplane is capable, and what are your intentions?

**N13TM:** The airplane is capable, and uh, when I, well what I would like to do, if I go to Auburn can I get down there?

**Greenwood:** November one three tango mike we haven't had anybody depart VFR from the valley and I don't have anybody down there. I see one VFR target a mile and a half north of Auburn at one thousand three hundred feet, and there's two targets at Renton. Renton weather is two thousand six hundred overcast.

**N13TM:** Okay, I don't know what to do. You got any suggestions?

**Greenwood:** November one three tango mike maintain VFR, cleared to operate in Seattle class bravo airspace, just keep me updated if you need to climb, descend, or turn.

**N13TM:** Okay I will, thank you very much.

**Greenwood:** No problem sir, and uh would you like to start a descent through the clouds for Auburn?

**N13TM:** Yes I would.

**Greenwood:** November one three tango mike fly heading two three zero and descend and maintain four thousand.

**N13TM:** Descend and maintain four thousand, one three tango mike.

**Greenwood:** November one three tango mike say souls on board and do you know how many minutes you have left sir?

**N13TM:** No, I don't know how many minutes.

**Greenwood:** Mooney one three tango mike proceed direct Seattle VOR.

**N13TM:** Okay give me uh the uh frequency for that.

**Herrick:** November one three tango mike, just uh fly your present heading sir, descend and maintain two thousand five hundred.

**N13TM:** Two thousand five hundred, one three tango mike.

**Greenwood:** Frontier flight eight forty-six Seattle departure radar contact, fly outbound the Seattle one six one radial, and I'd appreciate you give me a pilot report you see any holes in your vicinity.

**FFT846:** We see any holes in our vicinity?

**Greenwood:** Frontier flight eight forty-six affirmative, climb and maintain niner thousand, I'm looking for a VFR hole for a pilot to get down through so I'd appreciate it if you let me know if you find something.

**FFT846:** Frontier eight forty-six.

**Greenwood:** Mooney one three tango mike continue straight ahead on your descent, descend and maintain two thousand.

**N13TM:** Descend and maintain two thousand, mooney one three tango mike, and I am totally in the clouds.

**FFT846:** And eight forty-six, looks like uh south of uh Mount Rainier, there's a pretty good sized uh hole opening there.

**SEA-T:** Local.

**Herrick:** Um one three tango mike, just five to the southeast there is the guy we're trying to get down, he's coming down to two thousand, what's it look just south of the field?

**SEA-T:** Um it's relatively clear, I mean [unintell] says overcast at one thousand seven hundred but it's not raining or anything, looks relatively clear.

**Herrick:** Okay.

**SEA-T:** Alright?

**Herrick:** Alright thanks.

**N13TM:** Sir I think I just ran out of fuel.

**Greenwood:** November one three tango mike your best glide speed, Sea-Tac is six mile off your left, Renton is one o'clock and five miles.

**N13TM:** I'm breaking out right now.

**Greenwood:** November one three tango mike, Renton is twelve o'clock and four miles, straight-in to runway three four, let me know when you have the runway in sight.

**N13TM:** Roger.

**Greenwood:** November one three tango mike verify you do have Renton in sight at eleven o'clock and three and a half miles?

**N13TM:** I don't see it yet sir.

**Greenwood:** Alright just start a ten degree left-hand turn if you need to, it's a five-thousand foot runway at the very end of Lake Washington.

**N13TM:** Is it just left of the water?

**Greenwood:** It's at the very south of the water, twelve o'clock and three miles. There's gonna be a lot of Boeing seven thirty-sevens parked on the ramp on the right-hand side, it's two and a half miles ahead at your one o'clock.

**N13TM:** At my one o'clock?

**Greenwood:** Affirmative, start a turn back to your right, it's a single runway at two o'clock and two and a half miles.

**N13TM:** I got it sir.

**Greenwood:** November one three tango mike runway three four cleared to land.

**N13TM:** Thank you sir.

**Greenwood:** November one three tango mike, verify gear down and locked or you want to hold that for a couple more seconds?

**N13TM:** Gear down and locked. Hey you know what? You just saved my life.

**Greenwood:** Anytime sir, last uh wind at Renton is uh calm.

**RNT-T:** Short final to three four, looks like he's landing-assured.

**Herrick:** Alright thanks.

**RNT-T:** Thanks B-G.

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