

Jared Mike, Controller: Airpac 55, descend and maintain 7000, are you getting any icing?

APC55: Down to 7000 and yeah it looks like it's uh light, maybe moderate icing.

Mike: Roger.

Mike: Airpac 55, what's your outside air temp?

APC55: It looks like negative 15 C.

Mike: One-five, one-five, Airpac 55?

APC55: Yeah, affirmative one-five.

APC55: Lower for 55 please.

Mike: Airpac 55, unable. I can get you lower in about another six miles.

APC55: 55.

Mike: Airpac 55, you'll be out of the precip I'm showing in about two miles.

APC55: 55.

Mike: Airpac 55, are you having a hard time holding altitude?

APC55: Yes sir.

Mike: Airpac 55, roger. My safest altitude I'm showing at that altitude if you can't hold it is 5400. That's my safest altitude. It's not my enroute altitude of 7000. If you can hold 7000 maintain 7000.

APC55: I'll do what I can, Airpac 55.

Mike: Yeah, no problem. Are you out of the precip yet?

APC55: Nope.

Mike: Roger. In a few more miles I can get you down to six, sir.

APC55: I'm going to be down to six no matter what.

Mike: Airpac 55, roger that. Um, 5400 is a safe altitude if you have to keep going.

APC55: 55.

Mike: Airpac 55, if you turn about a slight five degrees left, I can, you can go safe altitude is 3700.

APC55: I'm turning left and I'm continuing my descent. Airpac 55.

Mike: Airpac 55, understand.

Mike: Airpac 55, I'm just going to let you know I'm declaring an emergency for you for icing.

APC55: Affirmative.

Mike: Airpac 55, I just need to get some info from you. Uh, how many souls on board and fuel?

APC55: One on board and I've got about two and a half hours of gas.

Mike: Roger.

Mike: Airpac 55, turn 20 degrees right then we'll be able to, you can get down lower for safe altitude.

APC55: And what altitude do you have for me for 55?

Mike: Airpac 55, 3700 is safe right there.

APC55: Great, going down.

APC55: How am I looking for 55?

Mike: Airpac 55, you're good on altitude right now. That's good. You can straight ahead, hold your current heading. That's good altitude right there. Continue your descent, that's good.

APC55: Airpac 55.

Mike: Airpac 55, right now I can get you down, almost down to about 2000 feet if you go slow, slight, uh slow descent. Hopefully you break out soon.

APC55: Okay. Slow descent.

Mike: Airpac 55, how you holding up?

APC55: Eh, pretty well. These clouds are starting to break up a little bit.

Mike: Airpac 55, good. Let me know when you're in the clear.

APC55: 55.

APC55: You say 2200 for Airpac 55?

Mike: Airpac 55, yeah 2000.

APC55: Sounds good, 55.

Mike: Airpac 55, to your left turn heading 250 if you can.

APC55: 250, Airpac 55.

APC55: And uh, Airpac 55, it looks like I'm just below the clouds. I'm so iced up that my uh, I can't even see off my right.

Mike: Airpac 55, roger that.

Mike: Airpac 55, you're just coming up close to, uh highway 18 there in about three miles. Let me know how you're doing on icing if you're starting to melt away there.

APC55: Yeah, just as you said that it's starting to peel off my windscreen. I'm starting to be able to have some forward visibility.

Mike: Airpac 55, great, sounds good.

Mike: Airpac 55, you're coming up on highway 18, or uh, highway 18 at this time about one mile.

APC55: Okay, uh looking for it. I've got it in sight and I can see Renton from here so.

Mike: Airpac 55, when we can we can go, we can put you in opposite direction to land runway 31 left if you're not able to cancel.

APC55: I think I'm able to cancel now, uh (unintelligible) my windscreen so we'll go ahead and cancel and I'll head on in to Boeing field.

Mike: Airpac 55, roger. Cancellation of IFR, just remain this frequency a little bit longer.

APC55: 55.

Mike: Airpac 55, great job.

APC55: Thank you sir, you too.