

TRANSCRIPT
EDITED AUDIO FROM FLIGHT ASSIST
John Charlton
Lake Charles, La.
Total time: 4:34

CONTROLLER JOHN CHARLTON: Delta State Eight you do have the airport in sight, right?

DELTA STATE EIGHT: Delta State Zero Eight I do have the airport in sight.

CHARLTON: OK, I just want to make sure. It looked like you were on a right base to Runway two three. Verify you're going to enter a left base to Runway one five left base one five?

DELTA STATE EIGHT: Copy that Delta State zero eight, left base one five by the stakes.

CHARLTON: Not a problem.

CHARLTON: Delta State, did you change your transponder to twelve hundred?

DELTA STATE EIGHT: I sure did. I can change it back. I thought I had a frequency change approved from my last controller.

CHARLTON: Oh, the radar? They put you on tower didn't they?

DELTA STATE EIGHT: Uh, they changed me directly to tower, yes sir.

CHARLTON: Yeah, when you're going into a controlled field, don't do that, especially if you go into like Houston or something, they'll jump all over you. Always leave your squawk code alone until you're on the ground and taxi clear of the runway and you do your post landing checklist. That's when you change it to twelve hundred.

DELTA STATE EIGHT: Real sorry. Do you want me to change it back?

CHARLTON: No, you're good to go. I'm just giving you a heads up there. No problem.

CHARLTON: Delta State eight you got an instructor with you or you by yourself.

DELTA STATE EIGHT: Delta State zero eight I'm by myself.

CHARLTON: OK, not a problem. Just take your time and give you a good downwind and just get it set up good for about a two mile final.

DELTA STATE EIGHT: Cessna Delta State Zero Eight.

CHARLTON: Don't worry. We'll take care of you.

DELTA STATE EIGHT: Thank you for your help.

CHARLTON: Not a problem sweetie.

UNIDENTIFIED PILOT: Looks like you've got a lost soul there.

CHARLTON: Ah, she doin' fine. She's probably a solo student.

UNIDENTIFIED PILOT: I remember those days.

CHARLTON: Delta State Eight, has your instructor taught you how to come in with reduced flap, come in just a little faster make your landing a little shallower?

DELTA STATE EIGHT: Delta State Eight yes sir he has.

CHARLTON: Yeah, why don't you try that. Come in with 20 flap and just a little bit faster and just bring it in like that see how that works.

CHARLTON: Delta State Eight if you need to go around again. We're gonna get you down OK.

DELTA STATE EIGHT: Delta State Eight I can do it. I know. I just gotta get a little more practice.

CHARLTON: Not a problem sweetie. The thing I see you doing, you're coming in relaxing the back pressure on your yoke when you're getting on the ground. You get about three foot off the ground, hold it there, let it start sinking, as you start to sink slowly add back pressure to the yoke; that will help you come down nice and smooth.

DELTA STATE EIGHT: Copy that, Delta State Zero Eight.

CHARLTON: Make a right close traffic one more time.

DELTA STATE EIGHT: Right close traffic, Delta State Zero Eight.

CHARLTON: Cessna, Delta State Eight, make a right close traffic.

DELTA STATE EIGHT: Thank you, Delta State eight.

CHARLTON: Don't forget to use that rudder to keep you lined up on center line.

DELTA STATE EIGHT: I was tryin' and I didn't have any power in it. I still can't get her down.

CHARLTON: What you need to do now, come in just a little bit further on final, come in nice and smooth and keep the upwind wing, upwind wing will be your left wing, keep it a little bit lower but use your rudder to stay lined up on center line and come in just a little bit faster. When you come in and you roll out about three foot above the ground, hold it three foot off the ground, bleed airspeed and as the airspeed bleeds, slowly add back pressure and that will put you on the ground nicely.

DELTA STATE ZERO EIGHT: Thank you, Delta State Zero Eight.

UNIDENTIFIED PILOT: That's a full service tower.

CHARLTON: Delta State Zero Eight you're number two to the airport behind the helicopter. Runway one five clear to land. Wind at regional is zero seven zero at one zero.

DELTA STATE EIGHT: Copy that Delta State Zero Eight. Number two to land.

CHARLTON: Remember as you come in your left wing's gonna be your upwind wing so keep it a little bit low, just a little bit, then use your right rudder to keep it lined up on the center line.

DELTA STATE EIGHT: Thank you for your help.

CHARLTON: That's what I'm here for sweetie. Just relax and make it happen.

CHARLTON: Delta State Eight don't be alerted, we've got the truck out just in case you need help, he's not gonna be chasin' you or nothin', just relax and don't worry about the truck.

DELTA STATE EIGHT: Copy that Delta State Zero Eight.

CHARLTON: Delta State Eight I might talk to you as you flare, don't answer me just listen to me as you come in.

DELTA STATE EIGHT: Copy that Delta State Zero Eight.

CHARLTON: Watch your airspeed. Wind zero six zero at five. Slowly remove power. Hold it level. Hold it slow, back pressure. Hold it. Keep a little back pressure on the yoke. Keep the rudder straight. Keep it straight. Pad brakes. Power off.

DELTA STATE EIGHT: Oh, thank you, Delta State Zero Eight, would you like me to turn here?

CHARLTON: Absolutely, if you're up to it, turn on that reverse high speed right there out your left window. Taxi and make a good hard left turn. Just proceed ahead. When you cross the hold short, stop, do your post-landing checklist. Flaps up. Fuel on. All that good stuff. Mixture rich.

CHARLTON: Unit 51, she's safe.

UNIT 51: Unit 51 roger.

CHARLTON: Delta State Eight go ahead and taxi to the ramp, it's just north of the tower. You see the guy in the red shirt out there? Delta State Eight, taxi, depart and go have a Coke.

DELTA STATE EIGHT: Thank you for your help, Delta State Zero Eight.

CHARLTON: Not a problem.

UNIDENTIFIED PILOT: Nice job young lady. Good job.

DELTA STATE EIGHT: Thank you.