

TRANSCRIPT: SOUTHWEST REGION

UNIDENTIFIED: Meacham.

HODGE: Just wondering where the experimental's going.

UNIDENTIFIED: Um, not sure. We just contacted them when they started going off...

HODGE: Oh wait, he just came to me. Hold, hold on.

HODGE: Experimental zero sierra x-ray, say again?

N300SX: Uh, yea we missed the approach.

HODGE: Experimental sierra x-ray, roger. Approach clearance canceled. Climb and maintain three thousand.

HODGE: Zero sierra x-ray, fly a heading of zero niner zero. Are you having any, um, difficulties?

N300SX: I had a little problem with my, uh, GPS on the approach.

HODGE: Experimental zero sierra x-ray, I can offer the ILS approach if you're still having trouble with your GPS.

N300SX: Uh, yea let's try to shoot the, the ILS.

HODGE: Experimental zero sierra x-ray, turn left heading zero-eight-zero. Descend and maintain three thousand.

N300SX: Uh, I'm on the localizer, a little high.

HODGE: November zero sierra x-ray, you're five miles from Cowtown. Cleared ILS runway three-four approach.

HODGE: Experimental zero sierra x-ray, you're way below the glide scope, the localizer two thousand five hundred down there at Cowtown. Climb and maintain three thousand. Cancel approach clearance. Fly present heading.

UNIDENTIFIED: I'm just checkin' to see if zero sierra x-ray came.

HODGE: Yea, I just got him again. I'm going to try one more time.

HODGE: How much fuel do you have remaining?

N300SX: I've got 45 minutes.

N300SX: Uh, can I go back to, uh, I'd like to shoot the ILS again, uh, if that's okay. If I could get a, uh, probably about an eight mile final for that.

HODGE: Experimental zero sierra x-ray, this will be no-gyro vectors. Turn right.

N300SX: [broken]...We're... we're in trouble. It's, uh, losin' power.

HODGE: Jet Speed thirty-five, turn left heading three-six-zero immediately.

JET SPEED 35: Three six zero, Jet Speed thirty-five.

WYNKOOP: Experimental zero sierra x-ray, you're approaching an antennae about two miles to the east, two thousand seven hundred minimum vector altitude in that area. If you can, fly to the northwest and try to maintain at or above a thousand feet.

WYNKOOP: Zero sierra x-ray, I'm not getting any response from you... maybe due to your altitude or your situation. If you continue northwest at or above a thousand feet, try to keep it above a thousand.

N300SX: Zero sierra x-ray, uh, sorry my altimeter, my alternator, went out momentarily. It's back on, and, uh, looks like I'm at seventeen, eighteen hundred feet. Is that correct?

WYNKOOP: Zero sierra x-ray, don't have a multi-readout on you. If you can, fly heading three-four-zero and maintain two thousand five hundred.

N300SX: I got power comin' on back right now.

WYNKOOP: Zero sierra x-ray, roger. Keep me advised.

WYNKOOP: November zero sierra x-ray, when you get time no hurry, but just people on board and what you're intentions are gonna be. Just try fly straight and level, straight and level for now... Whatever heading you're on, and just try to climb and maintain twenty-five hundred and let me know when you're there.

N300SX: OK, I'm at twenty-eight hundred, uh, you should be able to pick me up here pretty quick.

WYNKOOP: OK, just fly straight and level and anything above twenty-five hundred is just fine, and we'll work on the rest later.

WYNKOOP: Say your intentions and people on board.

N300SX: Uh, it's just me and, uh, we need...we need another shot at the airport. That's my only option now.

WYNKOOP: November three hundred sierra x-ray, what I'm gonna do is turn you out to the localizer and in about four miles we'll turn you towards the final, work you down altitude, be kind of a combination of an ILS slant surveillance approach. So I'll give you my recommendation of what altitudes are to get down to the altitude where you're gonna see the airport.

N300SX: Uh, roger. Appreciate that.

WYNKOOP: November zero sierra x-ray, I have another option for ya. It's up to you. Naval Air Station has the capability of running surveillance approaches at GC surveillance type approach all the way to the ground, and they're about four miles to your northwest. You can do that or try for Meacham, your choice.

N300SX: Uh, let's go to Meacham one more time. If I, uh, if something else goes wrong I'll go to Naval Station.

N300SX: Uh, you know what...let's go to the Naval Station. I think that'll be the safer, uh, bet right now. I've got, uh, about a half hour's worth of fuel and so let's not, uh, mess around.

WYNKOOP: I have an emergency inbound for ya. Ten miles southeast, code six five four five, November three-zero-zero sierra x-ray. It's an experimental aircraft. He is a solo pilot and he cannot find the ILS's or the tac-ends anywhere, or GPS's anywhere. I need you to give him an ASR into your airport.

CONTROL TOWER: He is radar contact.

WYNKOOP: And he's got less than 40 minutes of fuel on board, and I'm gonna give him to ya on about a three-fifty heading.

CONTROL TOWER: OK, put him on one-three-two point two-two-five please.

CONTROL TOWER: Yes, we have him. He's already on the final.

WYNKOOP: Excellent.

CONTROL TOWRE: That, uh, experimental aircraft's on deck at 17.

WYNKOOP: On deck. Thanks.

CONTROL TOWER: CT.