

TRANSCRIPT: ALASKAN REGION

MIKE EVANS: Fairbanks radio flight data reference, uh, November three-four-eight six charlie squawk zero-one-two-two, do you have another position on him?

TODD LAMB: I do, uh, I can take him on radar actually.

EVANS: Did you want us to hand him over to you so you can talk to him or...

LAMB: Right now he's on the Fairbanks zero-one-three at forty seven. Do you think I can help him or what's the situation?

EVANS: Uh, he's, what he's doing is he's looking for a, uh, a trail he can land on. He's gonna have to land here pretty soon...

EVANS: I think what we need to do is, we don't have a DF for him, and we better get him on radar contact, for if we lose radar contact we'll know where he's at.

LAMB: Alright, uh, start putting him on my frequency one-two-zero point niner.

N7516K: Fairbanks Center do you have uh, eight-six charlie on, uh, frequency now?

LAMB: Eight-six charlie is broken, go ahead and relay.

N7516K: Ok, go ahead. I'll relay for ya Rick. What do you need?

N7516K: Yea...Fairbanks Center, eight-six charlie is gonna try to land on the Nome Creek Trail. I'm gonna... I'm gonna, uh, come back, uh, if you can help me, uh, get me on radar. I don't have a transponder but I can go ahead and land next to him on Nome Creek Trail and see if I can help him.

LAMB: Alright, he's on Nome Creek Trail. I've got a good, a good tag of him on radar and who's this talking? What's the call sign?

N7516K: Roger. It's uh, Piper seven-five-one-six kilo...

N7516K: Eight-six charlie, you still in the air?

N3486C: Yea...there's smoke coming in the cabin now, so, uh, yea I'm still in the air.

LAMB: Piper seven-five-one-six kilo, keep track of, uh, eight-six charlie and if you need rescue let us know.

N7516K: Did you land Rick?

LAMB (to unknown aircraft): Yea, we've got an emergency going on here. Listen if you will and relay if I don't respond.

N7516K: Ok, uh, Fairbanks Center this is seven-five-one-six kilo, yea, uh, eight-six charlie has, uh, landed on the... he's fine on the ground. I'm gonna go ahead and land there if I can.

LAMB: One-six kilo, eight-six charlie is on the ground safe. You're going to attempt to land by him. Do you have his position or do you see him?

N7516K: Yea, yea he saw me and I think I see him, or where he landed. I'll know when I get a little closer.

N7516K: I'm sorry, Rick, you're a step down on, uh, frequency there. You're flashing your lights? I think I see where you are there. Let me just...I'm only about a mile from where I think you landed...

N7516K: OK Fairbanks, uh, Center, I'm right over top of where my friend landed. Uh, it's a good spot for me. I'm in a super cub so I'm gonna go ahead and land there too, but apparently everything's fine. I'll, uh, whenever I take off, I'll give ya a call on this frequency.

LAMB: Super...super cub one-six kilo, roger, and, uh, advise your, uh, intentions of position on this frequency, call for overhead aircraft, because, uh, I won't be able to hear you, if there's a Conoco one-thirty-one in the area and Alaska one-eighty-three.

LAMB: OK, yea, let us know that everything's good otherwise we're gonna send rescue.

N7516K: I don't think you'll need to send rescue at all. I can... I can...uh, if he needs... Ya know he fell off the road a little bit when he landed but, uh, looks like his airplane's fine and I'll, uh, give him whatever assistance he needs, fly him into town or something.

LAMB: Alright, sounds good. Yea, just let us know final result here so, uh, if anything happens to you we don't have two of ya out there.

N7516K: OK thanks.

RADIO FLIGHT SERVICE: Fairbanks radio flight data.

LAMB: Yes, flight one-five-one-six reference number three-four- eight-six charlie. He did land and he's safe. He's got a Piper Cub one-six kilo that's gonna land and pick him up and, uh, they're gonna let me know when they are in the air.

RADIO FLIGHT SERVICE: Well, thank you for the service.

LAMB: Oh, no problem.

RADIO FLIGHT SERVICE: Have a good day.

LAMB: Thank You.