

TRANSCRIPT: EASTERN REGION

LOUIS RIDLEY: Velocity one-two-nine victor alpha, Potomac. You on the radio?

N129VA: Ah, Velocity one-two-nine victor alpha has you sir.

RIDLEY: Do you need an IFR clearance to get down or something?

N129VA: Sir, I'm actually looking for a hole. I've been, uh, unfortunately, VFR on top looking for a hole to get down.

RIDLEY: Alright, do you require any assistance at this time?

N129VA: Uh, sir, if you know where there's a hole for me to get down, I'd be a happy pappy.

RIDLEY: OK, you're not IFR capable or equipped at this time?

N129VA: That is correct. The pilot is not IFR capable.

RIDLEY: November one two nine victor alpha, are you able to change radios at this time to my frequency, one-three-two point eight-five, thirty-two eighty-five?

N129VA: And, uh, I'm on thirty ... eighty-five at this time sir.

RIDLEY: I'm trying to find you some VFR weather, at least some breaks in the overcast, to get you down. And if that doesn't work, well, we'll work on talking you down on an ILS approach.

N129VA: Roger sir, I appreciate that. Then I want to be climbing out to eight thousand five hundred. I just look to avoid the clouds.

RIDLEY: Roger that sir.

RIDLEY: If you got a minute, let's talk about the equipment on the airplane. What kind of nav gear do you have on board?

N129VA: Uh, the aircraft is well-equipped. We got a Garmin 430 so it's IFR-capable.

RIDLEY: OK, that's a good thing. Does it have the terrain awareness on it?

N129VA: Uh, I've got a Garmin 496 that shows the terrain.

RIDLEY: That's an excellent backup. November one-two-nine victor alpha, uh, if you want I can work you over toward Culpepper, twenty-five hundred feet, maybe get broken out. I can't really find you any holes at this time or any really good weather. You're over Shenandoah. I can sure talk you through an ILS if you'd like, or take you over to

Culpepper where the land is flatter and take you in on a localizer approach, whatever you would like to do. I am a CF-Double I, I have six thousand hours, talked for over twelve hundred. I think I can talk you down if you want to do that.

N129VA: Sir, I'm comfortable with going into Culpepper. I'll go direct there.

RIDLEY: November one-two-nine victor alpha, fly heading of zero niner zero, deviate around the clouds as necessary and I'm going to pull up the approach plate at Culpepper right now, and we'll discuss it.

N129VA: Roger, fly heading zero niner zero.

RIDLEY: OK, my recommendation is we go into autopilot mode and put it in heading. Does it have an altitude hold?

N129VA: Yes sir, it has altitude hold.

RIDLEY: Alright, why don't we do that right now. I'm declaring the emergency for you, and put it in altitude hold at seven thousand on a heading of one-zero-zero and I'll take you over here and in heading mode, we'll turn and join the localizer and track it to the airfield.

N129VA: And Velocity one-two niner victor alpha roger. And you want me at seven thousand?

RIDLEY: Yes sir, if you're comfortable entering the clouds and talking to me and you is letting the airplane fly it, we'll make it happen.

N129VA: Not a problem sir. I'm very comfortable.

RIDLEY: November nine victor alpha you appear to be getting a little low on me there. Level off and maintain five thousand.

N129VA: And descending down to five thousand.

RIDLEY: November nine victor alpha. When you get to Culpepper, the airfield will be closed. I'm sure there'll be some people around. If not, I'm based there with my airplane. I'll send my wife down to make sure you get into a hangar and get some transportation so you don't have to worry about any of that.

N129VA: Thank you sir, I appreciate it. And I've got the ground sir.

RIDLEY: Say again? You're out of the clouds?

N129VA: Uh, they're like, can see the ground, but, uh, I'll have to dodge 'em, clouds in front of me.

RIDLEY: Alright, just continue the way we're doing, let's not change anything, let's just join a localizer and that way you'll be lined up on the runway and pointed right at the

airport and as soon as you're on the centerline, I'm going to take you down a couple hundred more feet and then we'll go on down to seven hundred feet at the final approach fix. You'll break out well above the ground. Now we got a hold of the FBO. They're there waiting. I have fresh coffee on for you.

N129VA: I hope that's all.

RIDLEY: (Laughter) If you need more, let me know.

RIDLEY: November nine victor alpha you're three and one half miles from the airport.

N129VA: Alright sir, field in sight.

RIDLEY: Nine victor alpha, radar service terminated. Go on over to Unicom, land, have yourself a nice cool drink.

N129VA: Sir, I appreciate all your assistance and I will say that to your wife.

RIDLEY: You have a good day.

RIDLEY: Colgan sixty-eight sixty-four descend and maintain five thousand.

COLGAN 6864: Five thousand, Colgan sixty-eight sixty-four. Hey, uh, that was a good job too.

RIDLEY: Part of the job man. But thank you.