

TRANSCRIPT

EDITED AUDIO FROM FLIGHT ASSIST

Neil Irvin and Tom Gallagher

Northern California TRACON

Total time: 4:57

PILOT: NorCal Approach, Bonanza Four-Zero November Lima, I've lost my airspeed indicator and I'm trying to get down, cause I've got ice.

CONTROLLER TOM GALLAGHER: Four-zero November Lima, NorCal Approach roger. Descend and maintain one-one thousand. Can you start descent now?

PILOT: Yes, I've been coming down from 16 thousand. I'll go down to one-one thousand. Thank you. November Lima.

GALLAGHER: Four-zero November Lima, roger. Sac altimeter two niner seven four. I understand you lost your airspeed indicator?

PILOT: Yes, I've lost my airspeed indicator and I'm picking up a lot of ice.

GALLAGHER: Do you know what type of ice you are receiving?

PILOT: Yes, rime. And I can't see out my windshield.

GALLAGHER: OK, Four-Zero November Lima, roger. Descend and maintain niner thousand.

PILOT: Going down to niner thousand. Thank you for your help, November Lima.

GALLAGHER: Four-zero November Lima, roger. Sac altimeter is two niner seven four.

PILOT: Two niner seven four. Thank you, November Lima.

GALLAGHER: Four-zero November Lima, make sure you got your pitot heat on?

PILOT: I don't believe I have any pitot heat on this.

CONTROLLER NEIL IRVIN: Four-zero November Lima, NorCal.

PILOT: Four-zero November Lima.

IRVIN: Yeah, that metal Bonanza, you should have pitot heat and also ... you might also want to make sure, I know it's fuel injected, but you should be able to have some heat source to ... in case your pitot heat's iced over.

PILOT: Roger. I agree with you. I'm just not finding it.

IRVIN: OK. Do you have a flashlight?

PILOT: I think I just found it. I just turned it on.

IRVIN: OK. Yeah, you might also have other things. You might want to turn them all on and just check your alternator and make sure the draw is normal.

PILOT: The draw is normal right now. Thank you.

IRVIN: Four-zero November Lima. Do you happen to have windshield defrost on?

PILOT: No I don't.

IRVIN: And Four-zero November Lima. Do you happen ... do you have any visible ice that you can see? Can you see out your windshield?

PILOT: I have it on the leading edge of the wings.

IRVIN: OK. Is it clear or mixed?

PILOT: It's mixed.

IRVIN: OK then. Your windshield ... can you see out the windshield OK?

PILOT: No I can't.

IRVIN: OK. You might turn on your defrost if you feel comfortable lookin' for that. How many on board?

PILOT: Just myself.

IRVIN: OK. Roger. And if you have a flashlight, you might want to get it out and get it handy.

PILOT: Roger that.

IRVIN: And Four-zero November Lima, can you keep a gradual descent going down to seven thousand?

PILOT: Down to seven thousand, thank you, November Lima.

IRVIN: And Four-zero November Lima, with the pitot heat on and that, are you getting ... is it doing anything for your airspeed?

PILOT: Not for my airspeed, but my heat in the cabin is clearing the ice off my windshield.

IRVIN: OK. That's excellent.

IRVIN: And Four-zero November Lima, if you want to land at any other airport along the way, you have Georgetown; you're about five miles from Georgetown, and about eight miles from Auburn Airport.

PILOT: Well, my wings have cleared off now and my, I've got my lights on inside the cabin and it's warm and I can see. So I just assume continue on if it's alright.

IRVIN: OK, one thing you might want to check in case your static port might ice over is your, you might want to look and locate your alternate air source, your static air source.

PILOT: I don't believe I know what that is.

IRVIN: OK, tell you what, there is a line; Buchanan is IFR, there is a line coming through and, what you might do, there is an airport just to your right front there, it's McClellan Airport five miles ahead. Mather is just off to your left about nine miles. If you want to go in there and land and wait about 15 or 20 minutes, at least until the stuff goes through, it may be better on the back side for Buchanan. Otherwise you're gonna have to go through it around the Sacramento area. Your choice. You are below the icing level though.

PILOT: I'd like to go to Buchanan because my car is there.

IRVIN: OK. Well, I was just thinking you might want to sit it out until the weather just goes through the area.

PILOT: Where else can I set down?

IRVIN: Well the best thing, I would think, is Mather, off to your left side. You can go in there, Atlantic Aviation. They have fuel and, actually, a nice place for pilots to sit it out.

IRVIN: And November, Four-zero November Lima, they have the runway lights turned up quite a bit for you. The airport should be to your right front still about three to four miles. You're showing 90 knots on the ground.

PILOT: Roger. I see the runway. They do have the lights on.

IRVIN: OK. Four-zero November Lima. You are cleared visual approach Runway 22 left, the left side. If you want the right side, we'll get you over to tower here shortly and you can request that. And you're sure you have your airspeed indicator back alright? You were showing eight-zero, 80 knots. You are into a headwind.

PILOT: Roger, I do have my airspeed indicator with me.

IRVIN (TO MATHER TOWER CONTROLLER): And Mather, you got that visual on November Lima now?

MATHER TOWER: Not yet. Still looking for her.

IRVIN: She's gotten a little bit low. You might want to let her know that she's getting low altitude.

MATHER TOWER: OK, we'll get her.

MATHER TOWER: We've got her in sight now.

IRVIN: Say again?

MATHER TOWER: We have her now.

IRVIN: Thanks a lot. I'm getting the low altitude again.

MATHER TOWER: Alright.