

**CHRIS HENCHEY and RYAN WORKMAN, Boston Center**

**Workman:** November six six two four eight, do you have the Lebanon V-O-R dialed in?

**N66248:** Uh yes, I have a problem and I'm not sure what.

**Workman:** Okay do you require any assistance at this time?

**N66248:** Uh yes, I but I- I'm not sure just what.

**Henchey:** November two four eight say the status of your condition.

**N66248:** The engine is just is losing uh power I guess.

**Henchey:** Fly heading of one one zero for the Concord Airport, that's the nearest airport, and uh, if you can just keep that uh power full, and uh try and maintain your altitude as best you can.

**N66248:** I'm sorry there is no power, my- my prop is stopped, I'm just a glider I guess.

**Henchey:** November two four eight roger, do you see any highways or fields around?

**N66248:** No, there's one below me uh just outside my left window, I'm up too high.

**Henchey:** Alright two four eight just pitch for that best glide of sixty-seven knots right there, and uh, how many souls are onboard?

**N66248:** Uh just me.

**Henchey:** Just you? Alright are you a student pilot or are you certified?

**N66248:** I am a pilot.

**Henchey:** Alright two four eight well just stay over that field right now, we do have your position and uh just set up like you would for any other training session, you know set up for a nice downwind and a base, use your flaps if you need to. We will have assistance out for you but for now uh try and restart the engine, go through your A-B-C checklist.

**N66248:** Can you run that through for me please?

**Henchey:** November two four eight sure, pitch for that best glide of sixty-seven knots in the one fifty two. Go through that checklist, make sure that the fuel selector is on, that you got the mixture rich, make sure all your circuit breakers are in and uh, give it one more go, see if you can restart the engine, make sure your mags are on both.

**N66248:** My prop turns but nothing happens.

**Henchey:** November two four eight roger, as you make the descent you know, keep your eye on that field, stay close to that field. Um I'm gonna try and work out the winds here for you, see if I can get you set up at least aimed on a right direction for that field, you still have plenty of altitude.

**N66248:** Okay the field that I was looking at not- not get over to the airport, correct?

**Henchey:** Nope, stay over the field. If you have a field in sight that you can set up for a landing, at three thousand seven hundred I don't think you're gonna make Concord. How long would you say the field is? Is it a big field? You got enough space there to put her down?

**N66248:** I'd have enough room if I get down there.

**Henchey:** November two four eight roger, and uh just use the flaps as you need to, remember you can always slip as you start getting down. The uh weather that I'm using for Concord right now is showing out of a westerly heading, so if you can set up for that field to the left that should help you get down and uh slow down.

**N66248:** Okay I'm at three thousand one hundred, descending at uh seven hundred feet a minute.

**Henchey:** Two four eight roger, and uh I am going to lose you here in a little bit, when you do get down on the ground, go over to one two one point five, make sure as you get down close to the ground you have your seatbelt on and you pop the doors. If you do get down to the ground go over to one two one point five and just declare uh, declare your call sign and if you're in the field, if you need assistance, anything like that. We will have an aircraft monitoring the frequency for you.

**Henchey:** November two four eight you copy?

**Henchey:** November two four eight, Boston, did you hear the center?

**Henchey:** November six six two four eight Boston.

**SWA66:** Boston Approach, Southwest six six on guard, no answer from Cessna six six two four eight:

**Henchey:** November six six two four eight, I uh see you're climbing, did you get your engine back?

**N66248:** I think I see- I think I've got it about my ten eleven o'clock.

**Henchey:** Cessna two four eight, roger, I do have you in radar and fly heading of one zero zero and we're gonna try and aim you at the Concord airport and set you back up for that. How is your engine running now?

**N66248:** Well it's running.

**Henchey:** Two four eight, roger, uh perfect, that's good to hear, and if you have time, contact Boston approach one two four point niner. You're in their airspace, they're gonna help set you up for Concord, so one two four point nine.

**N66248:** One two four point nine and thank you for your help.

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