

TRANSCRIPT
Alaskan Region
Ryan Williams

N4365L: Anchorage Center, Cessna four three six five lima center.

Williams: November four three six five lima go ahead.

N4365L: Four three six five lima, I'm headed to Wasilla, I'm about 30 miles west of the field, at 10,000 feet, um, I'm in a little over my head I think.

Williams: November four three six five lima, uh ident., and the Talkeetna altimeter two niner six one.

Williams: November four three six five lima, radar contact, and do you need assistance?

N4365L: I'd like assistance, actually I'm at 9,500 right now I can see the horizon in the distance, I got a little bit-, it's clear up here. I got some moonlight, but yeah, I will be needing assistance.

Williams: November four three six five lima roger, the minimum I-F-R altitude in your area is 9,000 so your altitude should be good.

Williams: Would you like an I-F-R clearance this evening or did you want V-F-R advisories to your destination?

N4365L: Four three six five lima would like V-F-R if possible.

Williams: Four three six five lima roger, maintain V-F-R and when able say your destination airport, your aircraft type and equipment suffix.

N4365L: Six five lima en route to Wasilla airport. I am a uh, a Cessna Skyhawk.

Williams: November six five lima roger, and are you able to uh navigate to Wasilla at this time on your own?

N4365L: That is affirmative.

N4365L: Six five lima en route to Wasilla airport. I am a uh, a Cessna Skyhawk.

Williams: November six five lima roger, and are you able to uh navigate to Wasilla at this time on your own?

N4365L: That is affirmative.

Williams: November six five lima roger.

ASA190: And center, Alaska one ninety.

Williams: Alaska one ninety go ahead.

ASA190: Yeah I just thought I'd pass along a little bit of info for uh six five lima there, it looks real good towards Anchorage, um looks like there's a overcast layer over towards over Wasilla. Maybe if he makes his way towards Anchorage he'll be able to pick up the lights better.

Williams: Alaska one ninety thank you. November six five lima did you hear that?

N4365L: That's affirmative um at uh 9,600 feet.

Williams: November six five lima roger I also got another aircraft just coming out of Anchorage I'll get a few pilot reports for you and we're gonna try to see if Anchorage Approach has anyone in the Wasilla area that can get a better report for ya.

N4365L: Thank you.

Williams: November six five lima are you more concerned about the ceiling at Wasilla, the weather, or the winds?

N4365L: I'm concerned about the ceiling, I'm also concerned about um I've got a little frost on my windshield right now at 9,200 feet. I don't have any deicing equipment and I'm trying to figure that too.

Williams: November six five lima, roger, yes and it uh below 7,000, it sounds like it's clear. The air aircraft that was climbing out said that it, that it appeared to be V-M-C over towards Wasilla on his climb out, and the M-I-A in your area now is uh 4,000 feet.

N4365L: I guess my game plan is I'm gonna maintain this altitude the best I can until uh I get close to Wasilla, and then I'd like to descend. I may need uh an I-F-R clearance, but I'll let you know at that time.

Williams: November six five lima, uh all it would involve, you said you are G-P-S so I could give you a uh clearance present position direct Wasilla, and give you a uh, hard altitude down to 4,000 feet at this time, which should get you below that layer.

N4365L: All right, let's do that.

N4365L: Four three six five lima would like to resume V-F-R. I have Wasilla in sight. Thank you very much for your help.

Williams: November six five lima, you're welcome, maintain V-F-R, and if you'd like you can remain on this beacon code, I can give you advisories to Wasilla.

N4365L: It's pretty clear right now I think I'm good. I'd love to buy you dinner if I could.

Williams: Appreciate that but not necessary. November six five lima squawk V-F-R and change to advisory frequency approved, if you need anything else uh frequency one three three point seven.

N4365L: Thank you sir, uh squawking VFR.

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