

AIR TRAFFIC CONTROL TAPE TRANSCRIPTS
“ARCHIE LEAGUE MEDAL OF SAFETY” AWARD-WINNING EVENTS
May 16, 2005

NEW ENGLAND REGION
BOSTON TERMINAL RADAR APPROACH CONTROL
CONTROLLER: Ken Hopf

N9132V: Manchester, Manchester, this is November nine one three two victor and the pilot of the plane is not well. We have to go back to Laconia. Please help me.

HOPF: November, nine one three two victor, this is Boston Approach. How are you doing?

N9132V: I'm fine. My father, who is the pilot of the plane, is not really responding. He cannot talk very well.

HOPF: Do you have any experience at flying the airplane yourself, ma'am?

N9132V: I've flown Warrior. I've never flown a Malibu.

HOPF: OK, they're very similar. We're going to do the best we can to help you right now. Are you familiar with the Laconia Airport at all?

N9132V: Yes, I've just took off from the Laconia Airport and I'm actually not too far away from it. But I need to get on the ... get on the floor ... and I need an ambulance to meet us there.

HOPF: How many other souls are on board the airplane?

N9132V: My mother is on board and she is trying to help my father right now but he is kind of swatting her away.

HOPF: Very good. And is he going to inhibit your ability at all to fly the airplane?

N9132V: He has no ability at all.

HOPF: In our effort here to ascertain what would be the best thing, do you think that landing at Laconia would be the best thing for you, versus some other larger airport?

N9132V: Laconia would be the best and ambulance to Laconia Hospital would be the best.

HOPF: OK. Very good. We're already speaking with people on the ground as far as arranging an ambulance. There is some traffic out there at your one o'clock position.

N9132V: OK, I have him on the radar.

HOPF: OK. You just keep an eye on that there. Well, you're doing good.

N9132V: My mother also is not responding to me.

HOPF: Could you open some kind of window on the airplane. I don't know if you're suffering from some type of carbon monoxide poisoning on the aircraft.

N9132V: Both side vents are open.

HOPF: One of the most important things is you remember when the airplane does get on the ground don't let the airplane start freewheeling down the runway. You just keep it aligned with the centerline when it does land.

N9132V: OK. I understand.

HOPF: And just so you know, everyone there is awaiting your arrival.

N9132V: Thank you.

HOPF: How far from the field now?

N9132V: Couple hundred yards.

HOPF: OK. Just advise me when you're on the ground.

N9132V: On the ground.

HOPF: Apply the brakes. Have you come to a complete stop?

N9132V: Yes, I'm at a stop. Thank you very much. There's the fire department. Thank you very much.

HOPF: Three two victor, roger. Nice work. Make sure that you stop the engine. Pull the mixture out, the red knob, all the way out.

N9132V: Engine has been cut. Thank you.

HOPF: OK. Thank you. Have a nice afternoon.