

Specialist's Factual Report - Attachment 2

ATC Audio Transcript - Partial

AIR TRAFFIC CONTROL

ANC21LA073

Type Transcript: Partial Transcript
Transcribed: February 21, 2022
NTSB Number: ANC21LA073
NTSB Staff: Brian Soper

The following is a true transcription of the recorded communications pertaining to the subject accident involving WRF440 (N97HA). The following is a list of pertinent facilities, positions, and/or aircraft making transmissions.

WRF440 / Pilot	WRF440
FAI ATCT / West Radar Controller (WR)	FAI-WR
ZAN ARTCC / Sector 15 Radar Controller (R15)	ZAN-R15
WRF480 / Pilot	WRF480
N4079H / Pilot	N4079H
WRF380 / Pilot	WRF380
WRF365 / Pilot	WRF365
FAI ATCT / Local Controller (LC)	FAI-LC

The following communications were transcribed from certified audio re-recordings provided by the FAA. Each transmission is organized by time, ident, and transmission. All times are in Alaska daylight time (AKDT) unless otherwise noted, ident is the *abbreviated title* of the person making the transmission from the list above, and the transmission is transcribed verbatim from the source audio recording. Transmissions not germane to this accident have been omitted from this transcript.

1424:26	WRF440	departure wright flyer four forty climbing through one thousand one hundred for one zero thousand
1424:31	FAI-WR	wright flyer four forty fairbanks departure radar contact leaving three thousand turn right direct [unintelligible]
1424:37	WRF440	three thousand direct [unintelligible] wright flyer four forty
1432:06	FAI-WR	wright flyer four forty contact anchorage center one two zero point niner
1432:11	WRF440	[unintelligible] wright flyer four forty
1432:25	-----	[Position relief briefing began at the ZAN-R15 position]
1432:41	WRF440	anchorage center wright flyer four forty checking in seven thousand five hundred for one zero thousand
1432:46	ZAN-R15	wright flyer four forty anchorage center good afternoon
1434:44	-----	[Position relief briefing ended at the ZAN-R15 position]
1444:12	WRF480	anchorage center wright flyer four eighty picking up um [cut off by transmission from another aircraft]

1444:29	ZAN-R15	uh twenty point nine with icing go ahead
1444:32	WRF480	affirmative wright flyer four eighty pickin up some light mixed uh light to moderate mixed temperature minus two request lower
1444:41	ZAN-R15	wright flyer four eighty descend and maintain uh seven thousand
1444:45	WRF480	maintain seven thousand wright flyer four eighty
1444:52	WRF440	anchorage center wright flyer four forty requesting block one zero to one two thousand
1445:02	ZAN-R15	wright flyer four forty maintain one zero thousand one two thousand
1445:11	ZAN-R15	wright flyer four forty maintain block one zero thousand one two thousand
1445:14	WRF440	one zero one two thousand wright flyer four forty thanks
1445:33	ZAN-R15	and wright flyer forty you said uh moderate mixed what was the temperature
1445:38	WRF480	light to moderate mixed temperature minus two wright flyer four eighty
1445:47	ZAN-R15	flyer four eighty roger
1452:22	ZAN-R15	wright flyer four forty anchorage center
1452:31	ZAN-R15	wright flyer four forty anchorage center
1452:51	ZAN-R15	wright flyer four forty anchorage center
1452:56	WRF440	anchorage center wright flyer four fort experiencing an emergency immediate descent down to uh one thousand feet
1453:06	ZAN-R15	wright flyer four forty minimum uh i f r altitude in your area is five thousand
1453:28	ZAN-R15	wright flyer four forty five thousand is the lowest i can get ya there uh i f r
1453:39	WRF440	anchorage center wright flyer four forty id like to cancel i f r i gotta i gotta go lower
1453:44	ZAN-R15	wright flyer four forty uh i f r cancellation received maintain v f r when able say nature of emergency
1454:27	ZAN-R15	wright flyer four forty anchorage center
1454:35	WRF440	sir wright flyer four forty i ill get back to ya in a minute
1454:38	ZAN-R15	roger

1456:27 WRF440 anchorage center wright flyer uh four forty would like to head back toward fairbanks

1456:31 ZAN-R15 wright flyer four forty roger cleared to the fairbanks airport via direct and you can uh maintain five thousand er climb maintain six thousand

1456:47 WRF440 direct fairbanks and uh five thousand wright flyer four forty when able here

1457:19 ZAN-R15 and wright flyer four forty uh maintains maintain six thousand for when able

1457:28 WRF440 sorry say again for four forty

1457:30 ZAN-R15 wright flyer four forty maintain six thousand

1457:32 WRF440 maintain six thousand four forty

1459:45 N4079H center navajo four zero seven niner hotel uh request lower picking up moderate mixed icing at eight thousand negative three

1459:54 ZAN-R15 navajo seven niner hotel descend at pilots discretion maintain six thousand the [unintelligible] altimeters two niner seven four

1500:01 N4079H six thousand two niner seven four navajo seven niner hotel

1500:08 ZAN-R15 wright flyer four forty did ya want uh did ya want seven thousand assigned

1500:15 WRF440 im sorry four forty im still dealing with flight control issues here

1500:19 ZAN-R15 and four forty no problem

1500:40 WRF380 wright flyer uh three eighty i was getting uh moderate mixed above eight thousand coming down through eight here its startin to come off

1500:49 ZAN-R15 wright flyer three eighty roger

1500:42 ZAN-R15 wright flyer four eighty did you uh get out of the icing at seven

1500:56 WRF480 affirmative wright flyer four eighty we had a company report um further west uh six thousand six thousand five hundred looked good

1501:10 ZAN-R15 wright flyer four eighty roger uh i should be able to give that to you if i can bring you about uh five to ten miles north of your course you got an area of uh six thousand six thousand seven hundred i-f-r area in about twelve minutes

1501:24 WRF480 im out of he icing right now im good right now wright flyer four eighty

1501:29 ZAN-R15 roger

1501:45 WRF480 the icing at uh eight thousand that i encountered which im hearing the other company uh experienced this is wright flyer four eighty it was uh kind of a large impact mixed moderate uh swept back on the top surface of the wing

1502:03 ZAN-R15 wright flyer four eighty roger

1502:20 ZAN-R15 wright flyer four forty was uh icing the cause of the emergency

1502:25 WRF440 i was picking up uh light rime icing but i dont believe so wright flyer four eighty er four forty

1502:33 ZAN-R15 flyer four forty roger did you guys just lose engine power

1502:36 WRF440 uh negative we lost uh we had a flight control jam it seemed like but i think i got it under control again

1502:44 ZAN-R15 flyer four forty roger any assistance uh required [stepped on by FAI ATCT calling on intrafacility line]
[ZAN R15 controller coordinated information on WRF440 with FAI ATCT and advised the airplane would be returning to FAI]

1503:20 ZAN-R15 wright flyer four forty contact fairbanks approach one two five point three five

1503:25 WRF440 twenty five thirty five wright flyer four forty thank you

1503:40 WRF440 fairbanks approach wright flyer four forty with ya id like to descend [unintelligible] come in visually into the airport there

1503:49 FAI-WR wright flyer four forty roger you want uh just vectors for that descent and uh or do you wanna do that on your own

1503:57 WRF440 id like to do it on my own [unintelligible] is still got flight control issues here

1504:01 FAI-WR okay wright flyer four forty no problem uh the lowers or correction the highest terrain is at your twelve o clock and seven miles showing three thousand one hundred and of course everything behind ya is uh six hundred so you can maneuver at your discretion for uh lower

1504:20 WRF440 thank you [unintelligible] maneuver at my own discretion for wright flyer four forty

1504:39 FAI-WR and wright flyer four forty i dont want to bug you too much but whenever you get a sec im gonna need some more information from ya

1504:44 WRF440 that for forty

1504:47 FAI-WR yes maam

1504:50 FAI-WR whenever you get a second im just gonna need some more information from ya

1505:08 WRF440 wright flyer four forty can i call ya when i get on the ground

1505:12 FAI-WR uh yes maam we can sort that out later its no problem

1505:15 WRF440 thank you four forty

1506:41 FAI-WR wright flyer three sixty five uh how do the conditions look to the west towards the highway and the railroad uh got company inbound coming from the west and having some control issues trying to get underneath everything

1506:52 WRF365 if they go south of the v o r once they get to uh the railroad uh [unintelligible]

1507:03 FAI-WR wright flyer three sixty five thanks

1507:06 FAI-WR wright flyer four forty did you copy that

1507:14 FAI-WR wright flyer four forty uh did you copy boots

1507:16 WRF440 affirmative

1507:18 FAI-WR roger that

1507:20 FAI-WR and wright flyer uh four forty your comin up on the edge of uh some terrain here the highest is three thousand two hundred and thats done in about two miles at your twelve o clock and uh eight miles is an area of terrain showing one thousand nine hundred that is the highest one thousand nine hundred

1507:40 WRF440 thank you four forty

1509:14 FAI-WR wright flyer four forty at the minimum im gonna need fuel on board and souls please

1509:20 WRF440 nine souls four hours thirty minutes of fuel

1509:26 FAI-WR thank you and you said loss of uh controls correct

1509:29 WRF440 yeah were lookin at flight control here

1509:32 FAI-WR roger that

1509:41 FAI-WR wright flyer four forty a commander departed off of lad reported uh scattered layer at two thousand three hundred and uh the base of the overcast layer was four thousand two hundred so if uh you can get over towards [unintelligible] sounds like it may be better over there

1509:58 WRF440 roger four forty

1510:00 FAI-WR and wright flyer three sixty five uh what are you showin for bases right there in the flats

1510:05 WRF365 showin above me and im lookin at you also

1510:08 FAI-WR thank you much

1510:10 FAI-WR and four forty uh company is about five miles northeast or
correction northwest of clear creek view is three thousand
seven hundred says he can see all the way to the airport and
the bases are still above him

1510:20 WRF440 thank you

1511:13 WRF440 wright flyer four forty [unintelligible]

1511:19 FAI-WR wright flyer four forty roger just let me know when ya get the
airport

1511:22 WRF440 four forty

1511:50 WRF440 airport in sight four forty

1511:52 FAI-WR wright flyer four forty uh roger you want uh you want the big
runway

1511:57 WRF440 uh negative any chance for uh two right

1512:03 FAI-WR wright flyer four forty roger that will coordinate that with the
tower now uh you can maneuver as you need to cleared visual
approach runway two right
[coordinated opposite direction arrival with tower]

1512:20 FAI-WR wright flyer four forty you can contact tower one one eight
point three

1512:23 WRF440 one one eight point three four forty thanks

1512:30 WRF440 tower four forty with you two right

1512:33 FAI-LC wright flyer four forty runway two right cleared to land

1512:36 WRF440 cleared to land two right four forty

1512:53 FAI-LC wright flyer four forty wind one four zero at three

1514:13 FAI-LC wright flyer four forty turn right your discretion contact ground
point niner

1514:17 WRF440 [unintelligible] to ground four forty

** END OF TRANSCRIPT **