

CEN16LA026 // N857SW // PARTIAL TRANSCRIPTS

Time (UTC)	Agency	Transmission / Information
		<i>Date of accident: November 3, 2015, 0950 CST</i>
	N857SW	Accident Aircraft
	RZB	Razorback Approach / Radar Controller
	FYV	Drake Field ATCT
	N25Q	Mooney Aircraft that reported ELT
0931:13	RZB	<i>seven sierra whiskey roger released at this time clearance void if not off by one five three seven time now one five three one and one half</i>
0931:21	N857SW	<i>seven sierra whiskey clear and we'll call ya in the air on one twenty six six</i>
		*** Transmissions not germane to this accident have been omitted from this partial transcript ***
0934:51	N857SW	<i>razorback eight five seven sierra whiskey is off bentonville climbing to three thousand</i>
0934:57	RZB	<i>cirrus seven sierra whiskey ident</i>
		*** Transmissions not germane to this accident have been omitted from this partial transcript ***
0935:29	RZB	<i>sirrus eight five seven sierra whiskey radar contact three miles south of the bentonville airport cleared to on course direct cedar or cedar creek then direct waco climb and maintain one zero thousand</i>
0935:39	N857SW	<i>direct cedar creek then waco at one zero thousand sierra whiskey</i>
		*** Transmissions not germane to this accident have been omitted from this partial transcript ***
0945:03	N857SW	<i>razorback....razorback cirrus eight five seven sierra whiskey</i>
0945:10	RZB	<i>cirrus eight five seven sierra whiskey go ahead</i>
0945:13	N857SW	<i>yes sir we're gonna have to turn around uh...we're losing oil pressure we're gonna try to find a place up here that's clear</i>
0945:21	RZB	<i>cirrus eight five seven sierra whiskey roger and uh fayetteville drake field is just about ten miles to your east northeast showing scattered at eight hundred umm...winds out of the south one five zero at three altimeter three zero one one</i>
0945:36	N857SW	<i>roger uh...stand by</i>
		*** Transmissions not germane to this accident have been omitted from this partial transcript ***
0946:11	RZB	<i>cirrus seven sierra whiskey descend at pilots discretion maintain four thousand</i>
0946:15	N857SW	<i>four thousand sierra whiskey</i>
0946:17	RZB	<i>seven sierra whiskey you wanna go back to ben...to uh fayetteville</i>
0946:21	N857SW	<i>yes, I...[unintelligible]...get vectors to fayetteville please</i>
0946:25	RZB	<i>seven sierra whiskey roger fly heading zero one zero and I'll turn ya on to about a three mile final for runway one six</i>
0946:31	N857SW	<i>heading zero one zero uh...to join final to three six thanks</i>
		*** Transmissions not germane to this accident have been omitted from this partial transcript ***

CEN16LA026 // N857SW // PARTIAL TRANSCRIPTS

Time (UTC)	Agency	Transmission / Information
0946:45	RZB	<i>[Interphone line] drake razorboack</i>
0946:48	FYV	<i>[Interphone line] yes sir</i>
0946:49	RZB	<i>[Interphone line] seven sierra whiskey's got oil pressure problems he's gonna land your uh...airport V F R</i>
0946:54	FYV	<i>[Interphone line] is he declaring an emergency</i>
0946:55	RZB	<i>[Interphone line] he has not declared an emergency yet</i>
0946:57	FYV	<i>[Interphone line] okay thanks R A</i>
0947:12	RZB	<i>cirrus seven sierra whiskey do you have ground contact</i>
0947:15	N857SW	<i>we do its intermittent uh...we're showing the airport at a hundred degree heading did you say zero one zero or one zero zero heading</i>
0947:23	RZB	<i>no sir zero one zero to lose altitude I'm gonna take you up about three miles then turn ya eastbound and let ya lose some altitude I'll turn you uh...should turn you on...right on to about a three mile final uh...at three thousand three hundred</i>
0947:35	N857SW	<i>alright thanks</i>
0947:44	RZB	<i>seven sierra whiskey descend and maintain three thousand three hundred</i>
0947:47	N857SW	<i>three thousand three hundred sierra whiskey</i>
		*** Transmissions not germane to this accident have been omitted from this partial transcript ***
0948:13	RZB	<i>seven sierra whiskey turn right heading zero seven zero</i>
0948:17	N857SW	<i>right zero seven zero sierra whiskey</i>
0948:29	RZB	<i>seven sierra whiskey you're on about a three and a half mile right base for runway one six at drake let me know when you have drake in sight</i>
0948:35	N857SW	<i>[unintelligible]...we'll let ya know</i>
0948:37	RZB	<i>and seven sierra whiskey the current weather at fayetteville uh...special observation about uh twenty minutes ago one five two five wind one five zero at three visibility seven eight hundred foot layer at uh...scattered temperature one three dew point one three the drake altimeters three zero one one</i>
0948:58	N857SW	<i>roger thanks seven sierra whiskey</i>
0949:01	RZB	<i>[unintelligible]...seven sierra whiskey maintain at or above three thousand three hundred for traf...for uh...minimum vectoring altitude</i>
0949:13	RZB	<i>seven sierra whiskey turn right heading one six zero</i>
0949:17	N857SW	<i>right to one six zero sierra whiskey</i>
		*** Transmissions not germane to this accident have been omitted from this partial transcript ***
0949:52	RZB	<i>and seven sierra whiskey say altitude</i>
0949:54	N857SW	<i>two thousand four hundred sir</i>
0949:56	RZB	<i>seven sierra whiskey I need ya to maintain uh IFR at three thousand three hundred can ya maintain IFR or do you wanna to cancel</i>
0950:02	N857SW	<i>no we can't cancel sir we're we're not visual yet</i>

CEN16LA026 // N857SW // PARTIAL TRANSCRIPTS

Time (UTC)	Agency	Transmission / Information
0950:05	RZB	k seven sierra whiskey climb and maintain three thousand three hundred
0950:16	RZB	two charlie...er...two seven sierra whiskey the airport is twelve o'clock and three miles maintain at or above three thousand three hundred over or I'm gonna have to turn you out to the west
0950:26	N857SW	alright sir we're unable to uh...to cli...to climb we're gonna have to stay at this altitude
0950:31	RZB	seven sierra whiskey I'm declaring an emergency for you report the airport in sight
0950:35	N857SW	we're pulling caps sir we're...[unintelligible]
0950:43	RZB	[Interphone line] seven sierra whiskey uh pulled his parachute he's uh emergency now
0950:50	FYV	[Interphone line] okay uh...runway one six he's cleared to land if he can make it you can keep him on your frequency
0950:54	RZB	[Interphone line] he he he's pulled caps he's pulled the parachute he's just deploying the cirrus airframe parachute system there you'll have to call nine one one get emergency services
0951:01	FYV	[Interphone line] I'll do it I'll do it thanks R A
0951:05	N25Q	razorback approach mooney two five quebec E L T detection
		*** Transmissions not germane to this accident have been omitted from this partial transcript ***
0951:32	N25Q	razorback approach two five quebec has detected an E L T
0951:36	RZB	two five quebec thank you
		*** Transmissions not germane to this accident have been omitted from this partial transcript ***
0954:24	RZB	[Interphone line] drake razorback
0954:26	FYV	[Interphone line] yes sir
0954:27	RZB	[Interphone line] any word on that uh...cirrus
0954:29	FYV	[Interphone line] man we been callin and callin they wouldn't pick up the crash phone but apparently they already been notified by somebody else and was busy talkin to them and so we finally got em to pick up and they're already on it they said it's near the high school north of us and uh...so of course we told em everything we know ya know uh what type aircraft and and uh...so forth but no we we haven't heard any uh...information back we'll keep ya apprised as soon as we do
0954:54	RZB	[Interphone line] okay he he didn't declare an emergency I declared the emergency for him when he was on about a three mile final so he's uh...uh...I don't have any information as far as souls on board or anything like that
0955:02	FYV	[Interphone line] okay I understand I think they're only capable of carrying what maybe three there a little bitty ol plane anyway so uh...yeah shouldn't be more than two or three in fact that's what we told em' it's small small aircraft, yeah appreciate it we'll just let you know if we hear any uh...anything back
0955:18	RZB	[Interphone line] F A
0955:19	FYV	[Interphone line] R A
		*** Transmissions not germane to this accident have been omitted from this partial transcript ***
		** End of Partial Transcript **