

Air Traffic Control (N807LK, CEN16LA281, # 93660)

Air traffic services preceding Port Columbus International airport (CMH) approach control were uneventful.

About 1017, the pilot of N807LK contacted the Middletown (MR) sector approach controller, reporting he was at 6,600 feet and requesting assistance to avoid precipitation. The MR controller suggested that the pilot take a heading toward the south of Richmond (Richmond Municipal airport (RID) Richmond, Indiana), and subsequently suggested that the pilot take a 280 degree heading. The pilot asked the controller how far he would need to fly before he could turn to the north. The MR controller responded that he could turn north once he was southwest of RID.

About 1018, the MR controller advised the pilot that two other airplanes had flown over Dayton (Ohio) but that route was located between two cells that had heavy precipitation, and there was only about 5 to 8 miles clearance on either side. The MR controller informed the pilot that she would request ride reports from the pilots.

About 1019, the MR controller informed the pilot of N807LK that the pilots who had transitioned over Dayton indicated that they “didn’t really have any problems” flying through that area. The MR controller suggested the options of flying northbound between the two weather cells, or continuing to fly westbound around all the precipitation, which ended west of Richmond.

About 1020, the pilot stated that he would “prefer to go ahead and cut through if I can.” The MR controller suggested the pilot turn to a 345 heading. The MR controller then informed the pilot that the altitudes of the two airplanes that flew through the area were 5,000 feet and 6,000 feet. The MR controller reiterated that the other two flight had not had any problems, but if at “anytime you don’t like that idea just let me know.” The pilot of N807LK acknowledged.

About 1025, the MR controller suggested that the pilot fly, “...heading of 345, now.” The MR controller informed the pilot, that radar data indicated that he was at 7,400 feet, and asked, “What are you climbing to?” The pilot responded that he expected to stay at about 6,500 feet. The MR controller stated, “okay so you’re going to come back down, cause your altitude indicates 7,400 (feet), Dayton altimeter 30.06.”

About 1026, the pilot stated that it looked like he could make his way through a couple of clouds if he stayed about 7,300 feet. The MR controller responded that was fine, and added that it would, “actually help the other controller if you could go to eighty five (8,500 feet), but that’s up to you.” The pilot stated that he could go to 8,500 feet and he would begin climbing.

About 1028, the pilot reported that he was at 8,500 feet and it looked like he had some pretty clear air ahead about 15 degrees to his right. The controller acknowledged.

About 1029, the MR controller advised the pilot that his heading looked good for about 14 miles, but then he would be getting into some moderate precipitation. The pilot acknowledged. The MR controller informed the pilot that it looked like he could stay out of that precipitation if he made a slight left turn. The pilot responded that he would turn left 5 degrees. The MR controller

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transferred communication and radar servicing of N807LK over to the adjoining sector, Urbana (UR), controller.

About 1034, the pilot of N807LK contacted the UR controller, reporting he was at 9,400 feet, and informed the controller that, “we’d like all the help you can give us around this precip.”

The UR controller provided the pilot several suggestions: turn to the northwest to about a 320 to 330 degree heading; or if he wanted to maintain his current route and fly through the least amount of precipitation, he may need to turn a little to the right; or if the pilot wanted to stay completely out of the precipitation he needed to head to the northwest.

About 1035, the pilot responded that he would like to maintain his present heading (northerly).

About 1036, the UR controller asked the pilot what was his current heading. The pilot’s response was partly unintelligible. The UR controller advised the pilot that his present heading would take his flight through the worst of the precipitation, which was heavy to extreme, and suggested that the pilot turn to the south-southwest.

About 1037, the UR controller asked the pilot if he was turning northeast bound. The pilot responded that he intended to turn to the southeast. The UR controller advised the pilot that his present heading was taking his airplane east, and reiterated, “right into...the worst of the precip.” The UR controller suggested that the pilot turn to the right if he wanted to go southwest or southeast, so he could go through the least amount of the precipitation.

About 1038, the pilot responded, “okay, we’ll go to the right.”

About 1039, the UR controller informed the pilot that his airplane was continuing to head northeast, and suggested that he turned a little to the left, and then go north bound, which would get him through the precipitation in about 20 miles.

About 1040, the UR controller attempted to contact N807LK, but the pilot did not respond. The controller attempted to contact the pilot again, and broadcasted that the Springfield (Springfield-Beckley Municipal airport (SGH) Springfield, Ohio) was to the pilot’s right, and that the Lisbon airport (Lisbon airfield (1OH8) South Charleston, OH) was to the pilot’s left.

About 1041, the UR controller advised the pilot of N807LK that radar contact was lost.