

ATC Re-recording Partial Summary

CEN19FA029

Times are approximate and in Central Standard Time (CST)

About 1637, N4817M transmitted, "we've picked up a fair amount of rime, but we are okay right now".

About 1637, air traffic control (ATC) asked N4817M what the outside air temperature is. N4817M reported that the OAT was -10 degrees Celsius. ATC asked if it was moderate rime and N8817M reported "yes".

About 1638, ATC instructed N4817M to descend and maintain, at pilot's discretion, to 5,100 feet msl, which was read back by N4817M.

About 1639, ATC instructed N4817M to fly heading 090 degrees, which was read back by N4817M.

About 1642, ATC instructed N4817M to fly heading 080 degrees, which was read back by N4817M.

About 1642, N4817M transmitted were picking up too much ice and would like to climb to about 8,000 feet msl to "let it burn off and come back again". ATC issued a clearance to N4817M to climb and maintain 8,000 feet msl, which was read back by N4817M.

About 1643, ATC asked N4817M if it was just rime still and N4817M transmitted "affirmative."

About 1643, ATC asked N4817M if the icing was moderate or severe. N4817M transmitted "yes' and were getting "(undiscernible) around a lot, not able to climb..." ATC told N4817M "you can climb at your discretion and asked if assistance was needed. N4817M transmitted "I don't know what you can do for me."

About 1643, ATC asked N4871M if a turn could be made toward Liberal, currently to the north and about 12 miles.

About 1643, ATC transmitted to N4871M "if you can regain control of the aircraft let me know."

About 1644, N4871M transmitted "we're down to 3,500 feet, VFR, and we're under control now." ATC asked N4871M, do you want to proceed back to Liberal at that altitude. N4871M transmitted "3,500 feet." ATC instructed N4871M to proceed direct to Liberal and 3,500 feet, Liberal is currently a 044-degree heading and 18 miles out. N4871M acknowledged the heading of 044 degrees.

About 1644, ATC transmitted that he was showing N4871M level at 3,500 feet msl and advise if N4871M needed higher or lower. N4871M transmitted "maybe a little lower so I can see VFR." ATC instructed N4871M discretionary altitude and direct to the Liberal and to let ATC know when the airport is in sight. N4871M transmitted "okay we're at 3,500 feet."

About 1645, N4871M transmitted departing Montrose, Colorado when asked by ATC.

About 1646, ATC transmitted to N4871M that the airport was now at 12 o'clock and 13 miles. N4871M transmitted "okay do you want to bring me around the ILS". ATC transmitted he could not vector

N4871M that low due to MIA and if you are VFR and get it in sight would suggest go for the visual, unless you want to do an RNAV. N4871M transmitted "okay I have it on my chart here, I'm going to swing out here and try to pick up the ILS. ATC transmitted roger and on your current heading you should intercept about 2 miles south of the outer marker. N4871M transmitted "okay."

About 1648, ATC transmitted N4871M is currently 4 miles on the west side of the localizer. N4871M transmitted "yeah we've got it on our approach plates.

About 1648, ATC transmitted N4871M let me know when you're turning onto the localizer, established. N4871M transmitted okay, I will.

About 1649, N4871M transmitted on the localizer. ATC transmitted roger I see you established as well and cancelled IFR. ATC asked N4871M to confirm you have the airport in sight. N4871M transmitted "I can't see out the windshield, I have to get up closer. ATC transmitted okay I'm going to keep you on the frequency then, you can change to advisory frequency for your approach and let me know when you are safe on the ground.

About 1650, ATC transmitted N4871M how do you hear center.

About 1657, ATC transmitted N4871M Kansas City Center how do you hear.

There were no further recorded transmissions from N4871M.

By Mitchell Gallo