



Federal Aviation Administration

Memorandum

Date: May 22, 2020

To: Incident File NTSB Data Request #20-139

From: Kansas City Air Route Traffic Control Center

Subject: **INFORMATION**: Full Transcript
NTSB Information Request, PMS1670
La Crosse, KS, March 17, 2020

This transcription covers the Kansas City Air Route Traffic Control Center (ARTCC) 68 R position for the time period from March 17, 2020, 13:20:02 UTC, to March 17, 2020, 1430 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject NTSB Information Request involving PMS1670.

**RICHARD B
SWEENEY** Digitally signed by
RICHARD B SWEENEY
Date: 2020.05.22
19:21:46 -05'00'

Richard Sweeney
Quality Control Support Specialist
Kansas City ARTCC

Agencies Making Transmissions	Abbreviations
PLANEMASTER SERVICES, INC. (WEST CHICAGO, IL), PMS1676	PMS1676
Kansas City Center Sector 68 Radar Controller	R68
BARON AVIATION SERVICES, INC. (VICHY, MO), BVN8588	BVN8588
PLANEMASTER SERVICES, INC. (WEST CHICAGO, IL), PMS1670	PMS1670
MARTINAIRE (ADDISON, TX), MRA637	MRA637
BARON AVIATION SERVICES, INC. (VICHY, MO), BVN8560	BVN8560
N394AG	N394AG
Garden City Tower	GCK
Vance Approach	END
N525LD	N525LD
Kansas City Center Sector 68 Radar	RA68

Associate Controller	
N982TM	N982TM
N825CP	N825CP
N813JB	N813JB
KEY LIME AIR (ENGLEWOOD, CO), LYM173	LYM173
N902FE	N902FE
CITT35	CITT35
CITT40	CITT40
UNKNOWN	UNK
N281PM	N281PM
BEMIDJI AIRLINES (BEMIDJI, MN), BMJ1776	BMJ1776
Kansas City Center Sector 68 Relieving Radar Controller	R68A
GOJET AIRLINES, LLC. (ST. LOUIS, MO), GJS4543	GJS4543
N702FX	N702FX
FRONTIER AIRLINES, INC. (DENVER, CO), FFT1427	FFT1427
Salina Tower	SLN

1320:02 PMS1676 alright see yeah

1320:16 R68 showme eighty five eighty eight turn ten degrees right

1320:19 BVN8588 k five eighty eight ten right

1320:23 R68 plane master sixteen sevety change to my frequency one two
four point four

1320:28 PMS1670 (unintelligible) twenty four four

1320:32 PMS1670 sixteen seventy on uh frequency and uh looking for the i l
s three four at hays

1320:37 R68 sixteen seventy ah roger turn fifteen degrees left vectors
for initial and uh hays altimeter three zero two seven
descend pilot's discretion maintain six thousand

1320:47 PMS1670 p d to six thousand and uh fifteen now for
(unintelligible) sixteen seventy

1321

1321:28 MRA637 center martek six thirty seven has the weather at guyman
looking direct xeyru for the r nav three six

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1321:36 R68 (unintelligible) martek six thirty seven roger cleared direct xeyru

1321:40 MRA637 direct xeyru martek six thirty seven

1321:43 R68 showme eighty five sixty you are uh eight miles from uh outer marker turn right heading three two zero maintain four thousand nine hundred until establishedd on the localizer cleared i l s runway three five at garden city report established

1321:54 BVN8560 five sixty turn right to three uh two zero maintain forty nine hundred til established three five

1322:00 N394AG kansas city three nine four alpha golf (unintelligible)

1322:04 R68 november four alpha golf thank you and uh change to advisory frequency's approved you can report your cancellaton in the air or on the ground this frequency

1322:10 N394AG four alpha golf

1322:21 R68 plane master sixteen seventy turn an additional ten degrees left for radar coverage say new heading

1322:27 PMS1670 another ten left will give us about two seven five

1322:30 R68 thank you

1322:54 R68 showme five sixty uh thanks for the tight turn radar services are teminated contact garden city tower one one eight point one five we'll see you

1323:01 BVN8560 (unintelligible) one one eight point one five

1323:21 R68 showme eighty five eighty eight descend at pilot's discretion maintain five thousand

1323:25 BVN8588 five thousand eighty five eighty eight
1324
1325
1325:16 R68 showme eighty five eighty eight turn fifteen degrees right

1325:20 BVN8588 fifteen right eighty five eighty eight
1326
1327
1327:19 R68 showme eighty five eighty eight uh turn heading three two
 zero join the localizer track inbound i'll have your
 clearance shortly

1327:24 BVN8588 three twenty to the localizer eighty five eighty eight

1327:42 R68 planemaster sixteen seventy fly heading uh two seven zero
 descend at pilot's discretion maintian five thousand

1327:47 PMS1670 two seventy five thousand sixteen seventy
1328

1328:11 N394AG kansas city three nine four alpha golf on the ground at
 liberal cancel i f r

1328:16 R68 november three nine four alpha golf roger cancellation
 received thanks do you have a pirep at all for the bases

1328:21 N394AG (unintelligible) well three hundred feet

1328:22 R68 awesome thank you have a good one

1328:25 R68 six eight

1328:26 GCK garden arrival showme eight five sixty m s

1328:28 R68 thanks f b

1328:31 R68 showme eighty five eighty eight uh one zero miles from the
 outer marker fly the uh three two zero heading and
 maintain five thousand until established cleared i l s
 runway three five at garden city report established

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runway three four approach into hays report established

1333:32 PMS1670 three one zero and four thousand until established sixteen
seventy

1334

1334:58 PMS1670 plane master sixteen seventy is established

1335:00 R68 plane master sixteen seventy roger change to advisory
frequency is approved report your cancellation in the air
or on the ground this frequency will talk to you in a
minute

1335:06 PMS1670 sixteen seventy

1335:28 R68 six eight

1335:29 GCK garden arrival showme eighty five eighty eight m s

1335:31 R68 thanks n b

1335:33 R68 six eight

1335:34 END yes sir flashing at you november five lima delta down to
eight thousand direct fegaw

1335:39 R68 direct fegaw thanks thats approved f b

1335:40 END l k
1336

1336:02 N525LD kansas city center five two five lima delta at ten point
five descending eight thousand direct fegaw

1336:07 R68 citation (unintelligible) five lima delta kansas city
center roger expect lower in four minutes west woodward
altimeter three zero two three

1336:12 N525LD three zero two three five lima delta

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1336:37 R68 well let's see uh i f r as you know minimums at hays not too bad (unintelligible) six hundred at garden uh everybody doing i l s's zulu supposedly g c a there with no uh specials vance approach wants (unintelligible) lima delta is as you know is direct fegaw martek's is pointed out to five thousand with albuquerque uh as you know he starts down when he turns there pretty close to two and a half

1337:02 RA68 (unintelligible)

1337:02 R68 if he rounds up uh fortunately (unintelligible) measurements not great you know uh over to advisories on both of these two um i'm going to do buec check i guess on those and um i think that is all i have for you questions

1337:22 RA68 nope got it c z

1337:30 R68 attention all aircraft airmets for nebraska kansas missouri oklahoma texas colorado and new mexico on available on flight service frequencies

1338

1338:02 R68 november nine eight two tango mike how do you hear this transmitter

1338:06 N982TM five by five two tango mike

1338:08 R68 thank you sir

1339

1339:43 R68 martek six thirty seven center

1340:00 PMS1670 (unintelligible) sixteen seventy on the miss

1340:03 R68 plane master sixteen seventy uh roger on the ground thanks cancellation received we'll talk to you later

1340:07 PMS1670 no we're on the miss we're missed approach sixteen seventy

1340:09 R68 plane master sixteen seventy roger sorry about that and uh

climb and maintain five thousand state intentions

1340:15 PMS1670 five thousand we'll try the approach again sixteen seventy

1340:17 R68 sixteen seventy roger

1340:20 PMS1670 ah we'll take vectors at this time sixteen seventy

1340:24 R68 plane master sixteen seventy uh roger uh stand by a moment

1340:31 R68 plane master sixteen seventy can you maintain your own uh
terrain and obstruction clearance through three thousand
eight hundred

1340:36 PMS1670 yep we can do that sixteen seventy

1340:38 R68 plane master sixteen seventy ah roger ah fly heading of uh
two zero zero for now climb and maintain five thousand

1340:44 PMS1670 two zero zero sixteen seventy
1341

1341:08 R68 five two five lima delta descend and maintain four
thousand five hundred pilot's discretion

1341:12 N525LD discretion to four thousand five hundred five lima delta
1342

1342:07 N825CP good morning center hawker eight two five charlie papa is
nine thousand climbing one five fifteen thousand

1342:11 R68 (unintelligible) five charlie papa kansas city center good
morning climb and maintain flight level two three zero

1342:14 N825CP (unintelligible) two three zero five charlie papa

1342:17 R68 and five charlie papa you might get a little bit of light
chop between um upper twenty's and up through three two
or three four zero then it should be good above that

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1342:24 N825CP (unintelligible)

1342:34 R68 november five two five lima delta maintain at or above
four thousand five hundred until fegaw cleared r nav
runway three five approach west woodward report uh fegaw

1342:42 N525LD alright ah maintain at or above four thousand five hundred
cleared the r nav will report fegaw five lima delta

1342:47 N813JB center king air eight one three juliet bravo one four
thousand hello

1342:51 R68 november eight one three juliet bravo kansas city center
good morning pratt altimeter three zero two six

1342:56 N813JB three zero two six three juliet bravo
1343

1343:06 R68 november nine eight two tango mike contact denver center
one three two point seven good day

1343:10 N982TM one three two point seven good day two tango mike

1343:13 R68 plane master sixteen seventy radar contact uh five miles
south west of hays at four thousand eight hundred turn
left heading one eight zero

1343:21 PMS1670 one eight zero sixteen seventy
1344

1345:00 R68 plane master sixteen seventy turn left heading one six
five

1345:04 PMS1670 one six five sixteen seventy
1346

1346:15 R68 november eight two five charlie papa contact kansas city
center one three three point two good day

1346:19 N825CP one three three point two five charlie papa good day
1347

1347:24 R68 plane master sixteen seventy turn left heading one four
zero

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1347:28 PMS1670 one four zero sixteen seventy

1347:42 LYM173 kansas city good morning key lime one seventy three one
five thousand five hundred descending pilot's discretion
niner thousand (unintelligible) weather (unintelligible)
garden city

1347:50 R68 key lime one seventy three kansas city center roger expect
uh vectors i l s runway three five garden city altimeter
three zero two one

1347:56 LYM173 three zero two one expect vectors i l s three five key
lime one seventy three

1348:17 R68 plane master sixteen seventy turn left heading zero seven
zero

1348:21 PMS1670 zero seven zero sixteen seventy

1348:54 N525LD kansas city center five two five lima delta fegaw

1348:57 R68 november five two five lima delta roger uh change to
advisory frequency is approved report your cancellation
in the air this frequency or on the ground through radio
we'll talk to you later

1349:04 N525LD five two five lima delta wilco

1349:41 R68 key lime one seventy three looks like the uh bases were
three thousand eight hundred there at garden city and
tops around eight thousand

1349:48 LYM173 great thanks for that

1349:49 R68 (unintelligible)

1349:50 N902FE kansas city center caravan nine zero two foxtrot echo is
with you coming off of garden city uh turning to ah

intercept ah on course climbing through uh two thousand nine hundred

1350:03 R68 caravan nine zero two foxtrot echo kansas city center climb and maintain seven thousand radar contact a mile and a half out garden city airport garden city altimeter three zero two one

1350:12 N902FE three zero two one and uh up to seven thousand

1350:29 R68 key lime one seventy three turn fifteen degrees right vectors localizer descend at pilot's discretion maintain four thousand nine hundred

1350:37 LYM173 fifteen degrees right pilot's discretion maintain four thousand nine hundred key lime one seventy three

1350:46 R68 plane master sixteen seventy you are uh six miles from the outer marker turn left heading ah make it ah three five ah correction zero one zero maintain four thousand until established localizer cleared i l s runway three four hays report established

1351:00 PMS1670 zero one zero down to four thousand sixteen seventy
1352

1352:23 PMS1670 sixteen seventy is established

1352:25 R68 sixteen seventy uh roger change to advisory frequency is approved you can report your cancellation in the air or on the ground this frequency again

1352:33 PMS1670 sixteen seventy

1352:40 CITTT35 good morning kansas city center citation test three five one zero thousand five hundred climbing to one five thousand

1352:45 R68 citation test three five kansas city center rogher uh good morning climb and maintain flight level two three zero fly present heading

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1352:51 CITT35 climb and maintain flight level two three zero present heading two six five citation test three five

1352:56 R68 roger

1352:57 R68 alright dude same as before g c a six and below no other specials vance approach moa except for the delta this guy is over to advisories on the r nav three six this ones going to alliance climbing to seven this one is gonna do the i l s um i think the bases were thirty eight hundred here and tops around eight thousand uh this guy just went missed and back around for the second i l s into hays uh just changed him over to advisory planes master they're looking for him now uh i cleared him you know shortly after you left juliet bravo is on inside you heard that watching this guy i'll buy that guy and um glide slope service is out over there still doing zulu supposedly questions f b

1354

1354:27 CITT40 kansas city center good morning citation test four zero nine thousand five hundred climbing one five fifteen thousand direct varnr

1354:33 R68 citation test four zero kansas city center roger climb and maintain flight level two three zero fly present heading

1354:38 CITT40 present heading two three zero test four zero
1355

1355:05 CITT40 kansas city citation test four zero

1355:07 R68 citation test four zero go ahead

1355:08 CITT40 yeah we duplicated the squawk so we're complete here actually we're ready r t b

1355:13 R68 citation test four zero roger you can level off at one one thousand eleven thousand stand by

1355:19 CITT40 eleven thousand test roger

1355:47 R68 citation test four zero contact wichita approach one two

six point seven

1355:51 CITT40 back over to wichita citation test four zero good day

1355:53 UNK (unintelligible)
1356

1356:02 R68 citation test three five contact kansas city center one
three three point two

1356:06 CITT35 thirty three two citation test thirty five talk to you
later

1356:15 R68 key lime one seven three turn five right for the i l s

1356:19 LYM173 five right key lime one seventy three

1356:36 N525LD kanssss city center five two five lima delta

1356:43 R68 five lima delta go ahead

1356:44 N525LD yeah five lima delta is on the miss at woodward uh i would
like to go direct back to oklahoma city

1356:53 R68 november five lima delta roger climb and maintain seven
thousand and um passing four thousand uh two hundred you
are cleared direct to oklahoma city airport or uh
actually do you want to go to uh hotel sierra delta

1357:07 N525LD yeah lets go to hotel sierra delta at seven thousand five
lime delta

1357:13 PMS1670 (unintelligible) for ah three four

1357:24 R68 and who was that last one

1357:26 PMS1670 (unintelligible) sixteen seventy (unintelligible)

1357:32	R68	plane master sixteen seventy you on the ground there at hays
1357:35	PMS1670	negative (unintelligible) missed approach (unintelligible) missed approach
1357:41	R68	planes master sixteen seventy roger climb and maintain uh five thousand and say intentions
1357:50 1358	PMS1670	five thousand and uh (unintelligible) vector again
1358:06	R68	and november five lima delta what altitude would you like going back to uh destination
1358:12	N525LD	nine thousand if you can get it
1358:13	R68	roger for now climb and maintain seven thousand you are cleared direct to the hotel sierra delta airport
1358:25	R68	november five lima delta you are radar contact bout nine and one half miles north east of uh west woodward
1358:32	N525LD	that position checks so uh climbing to seven thousand and direct sundance five lima delta
1358:53	R68	planes master sixteen seventy climb and maintain six thousand
1358:57	PMS1670	(unintelligible)
1359:06	R68	planes master sixteen seventy climb and maintain six thousand
1359:10	PMS1670	(unintelligible)
1359:21	R68	november five lima delta contact vance approach control one two six point seven five

1359:25 N525LD two six seven five five lima delta
1400

1400:06 R68 planes master sixteen seventy where you going

1400:09 PMS1670 (unintelligible) outer marker sixteen seventy

1400:30 PMS1670 (unintelligible) vector uh (unintelligible)
1401

1401:07 PMS1670 (unintelligible) three zero zero at six thousand

1401:20 R68 planes master sixteen seventy radar contact twelve miles
west of the hays airport the missed approach for the i l
s is uh over the v o r say heading right now

1401:32 PMS1670 ah three zero zero

1401:35 R68 you said you're heading three zero zero

1401:37 PMS1670 (unintelligible) five zero (unintelligible) v o r

1401:47 R68 planes master sixteen seventy roger climb and maintain
seven thousand for better radar coverage

1401:52 PMS1670 (unintelligible)

1401:56 R68 key lime one seventy three turn left heading uh zero niner
zero

1402:01 LYM173 left zero niner zero key lime one seventy three

1402:05 R68 november three juliet bravo if not there change to my
frequency one three four point zero

1402:10 N813JB three juliet bravo made the switch weather and notams at
liberal uh (unintelligible) how about the g p s runway
three six or three five

1402:21 PMS1670 (unintelligible) sixteen seventy (unintelligible)

1402:24 N281PM kansas city center good morning caravan two eight one papa mike off great bend uh climbing to five thousand

1402:25 BMJ1776 (unintelligible) present position direct milcy for the r nav runway one four approach

1402:33 R68 alright i have four of you trying to call here on different frequencies november three juliet bravo cleared direct to i rime

1402:40 N813JB direct i rime three juliet bravo

1402:42 R68 november two eight one papa mike radar contact five miles northeast of great bend at five thousand

1402:49 N281PM papa mike

1402:51 UNK (unintelligible)

1402:52 R68 bemidji seventeen seventy six kansas city center roger and you going to exten

1402:58 BMJ1776 ah negative ah we're currently direct uh the airport request direct milcy

1403:04 PMS1670 (unintelligible)

1403:10 R68 bemidji seventeen seventy six cleared direct (unintelligible)

1403:14 BMJ1776 okay just to clarify thats milcy m uh mike india lima charlie yankee

1403:20 R68 yeah direct milcy

1403:21 BMJ1776 direct milcy bemidji seventeen seventy six

1403:27 R68 planes master sixteen seventy turn right it's a right turn
 to a heading of one eight zero

1403:34 PMS1670 right turn one eight zero (unintelligible) sixteen seventy

1403:45 R68 alrighy dude he has missed twice according to
 (unintelligible) his first miss was up here his second
 miss was up here his third miss is up here although his
 miss is to be over the v o r via right hand turn how in
 the hell he ended up eighteen miles west i do not know

1404:03 R68A he sounds drunk

1404:05 R68 yes he does i can't understand half of the shit he says

1404:08 R68A okay

1404:09 R68 so he's on a right turn to heading one eight zero wants to
 do the i l s again he just came off of great bend so i'm
 thinking may put him on eighteen eight

1404:17 RA68 alright

1404:17 R68 he wants the r nav up there so he's direct to uh milcy ah
 (unintelligible)

1404:27 R68 key lime one seventy three maintain at or above five
 thousand turn left heading uh zero one zero until
 established inbound on the i l s cleared i l s three five
 approach report established

1404:37 R68 you heard that

1404:38 LYM173 okay zero one zero maintain (unintelligible) that was
 cleared i l s three five at garden key lime one seventy
 three

1404:45 R68 it went away but he's doing the uh r nav

1404:47 R68A alright

1404:48 R68 uh and again be careful of this guy supervisor is aware that he sounds like

1404:54 R68A crap

1404:55 R68 and (unintelligible) all i have

1404:59 R68A okay

1405:00 R68 questions

1405:27 R68 two eight one papa mike you (unintelligible) bases at great bend if you recall them

1405:33 N281PM uh bases at great bend were at uh two thousand four hundred papa mike

1405:47 R68 and key lime one seventy three uh it looks like you may not hit the localizer fly heading zero two zero

1405:52 LYM173 zero two zero key lime one seventy three
1406

1406:01 R68 two eight one papa mike change to my frequency one tree four point niner

1406:05 N281PM and papa mike is on thirty four niner

1406:07 R68 two eight one papa mike roger advise atis alpha expect i l s runway three five at salina

1406:12 N281PM okay we'll expect i l s three five and we'll advise on alpha papa mike

1406:16 R68 plane master sixteen seventy i do have uh base reports at uh great bend uh if you want to divert now is that uh what we're thinking after if we have to go missed again at uh hays

1406:29 PMS1670 (unintelligible)

1406:34 PMS1670 (unintelligible)

1406:36 R68 and plane master sixteen seventy that's uh pretty broken and unreadable say again

1406:41 PMS1670 (unintelligible) sixteen seventy

1406:44 R68 plane master sixteen seventy understood

1406:52 N813JB center three juliet bravo looking for lower

1406:54 R68 eight one three juliet bravo descend and maintain eight thousand the uh liberal altimeter again is uh three zero two zero

1407:00 N813JB three zero two zero eight thousand three juliet bravo

1407:07 R68 key lime one seventy three uh just advise established you're looking uh good now

1407:13 LYM173 wilco key lime one seventy three

1407:59 R68 key lime uh one seventy three uh two miles from peavy established

1408:05 LYM173 yes sir just got on key lime one seventy three

1408:08 R68 key lime one seventy three radar services terminated contact garden city tower one one eight point one five eighteen fifteen

1408:14 LYM173 eighteen fifteen key lime one seventy three have a good one

1408:20 R68 bemidji seventeen seventy six descend and maintain six thousand dodge city altimeters three zero two three

1408:27 BMJ1776 descend maintain six thousand three zero two three bemidji seventeen seventy six

1408:30 R68 and uh bemidji seventeen seventy six at uh dodge city one three five two automated observation headwind zero nine zero at ten knots visibility two miles with mist ceiling four hundred overcast temperature (unintelligible) zero three dew point zero two ah what type approach you want

1408:46 BMJ1776 roger that uh we want the r nav runway one four starting at milcy

1408:52 R68 alright bemidji seventeen seventy six thank you

1408:57 GJS4543 kansas city center lindberg forty five forty three flight level three one zero descending flight level two four zero

1409:02 R68 lindberg forty five forty three kansas city center hello descend and maintain one zero thousand wichita altimeter is three zero two seven

1409:09 GJS4543 one (unintelligible) descend and maintain one zero thousand three zero two seven lindberg forty five forty three

1409:15 R68 two eight one papa mike fly heading zero eight zero vectors i l s three five salina

1409:31 R68 two eight one papa mike fly heading zero eight zero vectors i l s uh three five at salina

1409:37 N281PM zero eight zero and we just got alpha at salina papa mike

1409:41 R68 thank you
1410

1410:29 R68 plane master sixteen seventy new observation at hays one three five six automated observation wind zero seven zero at ten visibility one quarter mile with fog ceiling two hundred overcast temperature three dewpoint two altimeter three zero two six it's uh pretty close to the absolute minimum did you wanna even try again or do you just want to just go to great bend now

1410:59 PMS1670 (unintelligible) great bend now (unintelligible) great bend now

1411:04 R68 plane master sixteen seventy understand you want to go to great bend now uh you're cleared to the great bend airport via direct maintain seven thousand

1411:12 PMS1670 seven thousand (unintelligible) seventy

1411:23 R68 bemidji seventeen seventy six maintain at or above five thousand until milcy cleared uh r nav runway one four at dodge city advise inbound

1411:33 BMJ1776 at or above five thousand until milcy cleared for the r nav runway one four will advise bemidji seventeen seventy six

1412:00 R68 plane master sixteen seventy the glide slope at great bend is out did you want an r nav approach there or do you want us to try for the uh localizer

1412:09 PMS1670 (unintelligible)

1412:13 R68 plane master sixteen seventy understand uh localizer approach you can expect that

1412:29 N281PM and kansas city center uh two eight one papa mike request

1412:33 R68 two eight one papa mike go ahead

1412:35 N281PM ah papa mike ah if you can relay a message to ah ah sixteen seventy ah tell him i ah radioed u p s and told them that he's diverting to great bend

1412:46 R68 one papa mike wilco

1412:48 R68 break uh plane master sixteen seventy just a heads up uh company two eight one papa mike is ah radioed ahead and uh told company you're diverting to great bend already

1413 1413:01 PMS1670 roger (unintelligible) sixteen seventy sixteen seventy

1413:07 R68 plane master uh sixteen seventy thanks

1413:14 R68 two eight one papa mike fly heading zero niner zero

1413:17 N281PM zero niner zero papa mike

1413:39 R68 lindberg forty five forty three change to my frequency one two zero point two

1413:45 GJS4543 lindberg forty five forty three made the switch

1413:48 R68 lindberg forty five forty three thank you

1413:53 R68 (unintelligible) two eight one papa mike center

1413:56 N702FX morning kansas city caravan seven zero two (unintelligible)

1413:58 N281PM two eight one papa mike go ahead

1414:00 R68 two eight one papa mike i'm uh (unintelligible) plane master sixteen seventy and um we're experiencing there everything alright with the radio he sounds very garbled and difficult to understand almost uh almost hypoxic but that's impossible since he's at seven thousand feet uh is there something with the radio in that airplane do you

know anything off the top of your head

1414:21 N281PM ah i never had any problem with it it might uh it might be something to do with the headset i i'm not sure but i didn't have a problem with it when i flew it

1414:28 R68 two eight one papa mike understood thanks

1414:41 R68 eight one three juliet bravo maintain at or above five thousand until i rime cleared r nav runway three five approach at liberal airport advise established

1414:49 N813JB at or above five thousand i rime cleared for the uh r nav three five and report established three juliet bravo

1414:54 N702FX good morning kansas city caravan seven zero two fox xray uh four thousand one hundred for five just off garden city for grand island

1415:02 R68 caravan seven zero two fox xray kansas city center welcome climb and maintain niner thousand radar contact four miles north of garden city airport out of four thousand two hundred garden altimeter three zero two zero

1415:11 N702FX three zero two zero and uh maintain runway heading or direct uh grand island

1415:16 R68 two foxtrot xray leaving four thousand six hundred cleared uh direct destination

1415:20 N702FX okay four thousand six hundred direct destination uh two fox xray thanks

1415:24 R68 and plane master sixteen seventy are uh you turning direct to great bend

1415:29 PMS1670 (unintelligible)

1415:33 R68 alright plane master sixteen seventy it's very difficult to understand there might be something wrong with uh your cockpit or your pressurization plane master sixteen seventy oxygen oxygen

1415:44 PMS1670 sixteen seventy sixteen seventy

1415:50 PMS1670 (unintelligible)

1415:55 R68 plane master sixteen seventy oxygen oxygen

1415:59 PMS1670 (unintelligible)

1416:32 PMS1670 sixteen seventy we don't have vectors request vectors

1416:37 R68 plane master sixteen seventy request uh how do you hear this transmitter

1416:41 PMS1670 loud and clear

1416:43 R68 plane master sixteen seventy you're sounding way better now thank you um you still want vectors for the localizer at great bend

1416:48 PMS1670 yeah

1416:49 R68 plane master sixteen seventy uh roger fly heading of uh one five zero vectors localizer great bend airport

1416:58 PMS1670 one fifty one five zero sixteen seventy

1417:03 R68 bemidji seventeen seventy six you established

1417:05 BMJ1776 affirmative bemidji seventeen seventy six

1417:07 R68 bemidji seventeen seventy six advise cancelling i f r uh

in the air on this frequency if unable on the ground
through flight service change to advisory approved

1417:14 BMJ1776 going over to advisory will cancel through flight service
bemidji seventeen seventy six

1417:17 R68 caravan two eight one papa mike descend at pilot's
discretion maintain four thousand

1417:21 N281PM down to four thousand uh discretion to four thousand papa
mike

1417:24 R68 lindberg forty five forty three contact wichita approach
one three four point eight five

1417:28 GJS4543 three four eight five lindberg forty five forty three good
day

1418

1418:51 UNK (unintelligible)

1418:55 R68 plane master sixteen seventy you've lost uh sixteen
hundred feet and uh going off your course is everything
alright

1419:15 R68 plane master sixteen seventy kansas city center how do you
hear

1419:40 R68 plane master sixteen seventy plane master sixteen seventy
kansas city center over how do you hear

1420

1420:23 FFT1427 center frontier fourteen twenty seven at three six zero

1420:26 R68 frontier flight fourteen twenty seven i need you to
broadcast in the blind for an aircraft ah who may be in
distress let me know when you're ready to copy a call
sign

1420:34 FFT1427 go ahead

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PMS1670

1420:35 R68 frontier fourteen twenty seven need you to broadcast on this frequency for a plane master sixteen seventy that's plane master sixteen seventy and uh let me know if you hear him

1420:46 FFT1427 ah frontier fourteen twenty seven copy uh frontier fourteen twenty seven looking for a plane master sixteen seventy plane master sixteen seventy how do you hear frontier fourteen twenty seven

1420:56 PMS1670 (unintelligible)
1421

1421:04 FFT1427 plane master four sixteen seventy frontier fourteen twenty seven copy

1421:12 R68 frontier fourteen twenty seven tell the plane master to crack his window

1421:15 FFT1427 ah plane master sixteen seventy uh crack your window open the window please

1421:23 R68 plane master sixteen seventy oxygen oxygen

1421:33 FFT1427 yeah center did you hear the momentary noise he made there

1421:37 R68 frontier fourteen twenty seven that's affirmative i did uh rebroadcast in the blind again tell him oxygen please

1421:42 FFT1427 plane master sixteen seventy ah oxygen oxygen do you have any oxygen uh or fresh air
1422

1422:01 R68 two eight one papa mike one one miles from flory turn left heading zero two zero maintain (unintelligible)

1422:05 FFT1427 plane master sixteen seventy you have oxygen (unintelligible) please use oxygen or open the window

1422:11 R68 advise established

1422:13 N281PM ah zero two zero three thousand two hundred until until established uh sixteen seventy six

1422:18 N281PM two eight one papa mike

1422:24 R68 frontier fourteen twenty seven uh did you hear anything and except for that uh one momentary noise

1422:30 FFT1427 no no we (unintelligible) heard nothing else

1422:32 R68 frontier fourteen twenty seven roger

1422:33 R68 three juliet bravo you established

1422:36 N813JB yeah i'm established (unintelligible)

1422:37 R68 three juliet bravo thank you uh advise cancelling i f r in the air or on the ground this frequency change to advisory is approved

1422:42 N813JB we'll talk to you on the ground three juliet bravo

1422:44 R68 nine zero two foxtrot echo change to my frequency one two six point niner five

1422:48 N902FE one two six niner five

1423:00 N902FE nine zero two foxtrot echo is is point two six niner five

1423:15 R68 and two eight one papa mike it uh looks like normal vectors isn't gonna put you on the localizer fly heading of zero three five

1423:24 N281PM zero thirty five uh uh two eight one papa mike

1423:28 R68 yeah one papa mike i turned you a bit too early there i'm

sorry

1423:32 N281PM ah it's no problem

1423:33 R68 plane master sixteen seventy plane master sixteen seventy
1424 kansas city center how do you read

1424:10 R68 one papa mike fly heading zero five zero

1424:14 N281PM zero five zero papa mike

1424:25 CITT35 kansas city center citation test three five flight level
three two five descending two five zero

1424:29 R68 citation test three five kansas city center descend and
maintain one six thousand wichita altimeter is three zero
two seven

1424:34 CITT35 one six thousand three zero two seven citation test thirty
five

1424:43 N702FX kansas city caravan seven zero two fox xray real quick
pirep uh o a t is uh plus four negative ice in our climb
tops eight thousand eight hundred

1424:53 R68 seven zero two fox xray thank you

1424:55 R68 two eight one papa mike fly heading zero two zero to join
the localizer and cleared i l s three five ah salina
airport

1425:02 N281PM zero two zero cleared for the approach at uh two eight one
papa mike

1425:08 R68 (unintelligible) seven zero two fox xray change to my
frequency one two four point four

1425:12 N702FX twenty four four for two fox xray

1425:15 R68 frontier fourteen twenty seven can you broadcast again for that plane master sixteen seventy

1425:19 FFT1427 frontier fourteen twenty seven uh wilco uh plane master sixteen seventy plane master sixteen seventy how do you hear frontier fourteen twenty seven

1425:31 FFT1427 plane master sixteen seventy uh did you have any oxygen recommend using oxygen open the window

1425:40 R68 frontier fourteen twenty seven can you hear him

1425:42 FFT1427 no we can't hear anything

1425:59 R68 one papa mike radar services terminated contact salina tower one one niner point three

1426:03 N281PM nineteen three good day papa mike

1426:14 R68 nine zero two fox echo i'm sorry uh did you make it over to one two six point nine five

1426:18 N902FE i sure have sir just staying quiet for you sir

1426:21 R68 two fox xray appreciate it the uh woodward altimeter is three zero two three

1426:24 N702FX three zero two three thank you

1426:26 R68 frontier flight fourteen twenty seven uh thank you for all your help you can go back to kansas city on uh one three three point four five

1426:32 FFT1427 alright thirty three forty five yeah good luck to you everybody

1426:37 R68 seven zero two foxtrot xray how do you hear

1426:40 N702FX (unintelligible)

1426:41 N902FE (unintelligible) sorry about that

1426:46 R68 nope uh two foxtrot echo you're fine i have a seven zero two foxtrot xray on uh a different frequency how do you hear me on twenty four four sir

1426:55 N702FX seven zero two foxtrot xray i hear you loud and clear

1426:58 R68 two foxtrot xray roger i need you to broadcast in the blind for an aircraft let me know if you hear him please let me know when you're ready for a call sign

1427:06 N702FX plane master sixteen seventy

1427:12 N702FX go ahead center it's uh two fox xray

1427:14 R68 two fox xray i need you to broadcast in the blind on this frequency for a plane master sixteen seventy plane master sixteen seventy tell him to get oxygen or to open a window and let me know if you hear any response

1427:26 N702FX roger stand by

1427:29 N702FX plane master sixteen seventy caravan seven zero two foxtrot xray how do you hear if you hear me add oxygen open a window

1427:47 N813JB center eight one three juliet bravo on the ground

1427:48 N702FX plane master sixteen seventy caravan seven zero two fox xray how do you hear

1427:52 R68 three juliet bravo i f r cancellation is received uh thank you you have a good day

1427:58 N813JB you too
1428

1428:04 N702FX ah center uh two fox xray negative contact

1428:08 R68 seven zero two fox xray thank you

1428:12 N702FX is he flying into hays today or great bend

1428:14 R68 he was flying into hays

1428:16 R68 test three five wichita approach one two six point seven

1428:19 CIT35 twenty six seven test thirty five good day

1428:33 R68 alright you've been sitting here from d side status
information area is up to date you got the great bend
liberal glide slopes out of service flow is on the board
uh the marshall is here vance is here twenty six ninety
five on over to tower that he's on twenty four four i
don't know if he's done anything about coordination
(unintelligible) do you have any questions

1428:52 R68A no

1428:52 R68 okay

1428:53 R68A (unintelligible)

1428:59 R68 kansas city

1429:00 SLN salina tower caravan two eight one papa mike uh is landing
and he reported the bases at one thousand eight hundred
ragged

1429:09 R68 alright (unintelligible)

1429:10 SLN (unintelligible)

1429:35 R68 november seven zero two foxtrot xray contact denver center
one three two point seven

1429:40 N702FX one three two point seven for two fox xray
1430

End of Transcript