

Air Traffic Control History of Flight, N26136

1333:27 Pilot of N26136 contacts the Houston Terminal Radar Approach Controller (I90) and the I90 controller acknowledged the pilot.

1333:34 the pilot of N26136 transmitted "about five miles east ah and I was wondering if we can ah get I-F-R with two souls ah five hours of fuel (unintelligible). The I90 controller responded that they were not Flight Service, that they did not need that information, and asked the pilot if they were VFR at that time. The pilot said "affirmative". The I90 controller advised the pilot to "standby".

1333:56 the I90 controller asked the pilot of N26136 if they had already filed an IFR clearance. The pilot responded, "ah negative".

At 1334:05 the I90 controller instructed the pilot of N26136 to squawk a beacon code of 5533, the pilot acknowledged and read back the assigned transponder code.

At 1334:47 the I90 controller transmitted "Grumman one three six radar contact five miles east of north Houston airport say your altitude and your destination". The pilot responded, "one thousand four hundred ah..." and the rest of the transmission was unintelligible. The I90 controller asked the pilot to restate the destination. The pilot responded with "tango seven eight". The I90 controller asked the pilot if they were going to Liberty and the pilot stated "affirmative".

At 1335:10, the I90 controller asked the pilot of N26136 if they could maintain their own terrain and obstacle clearance through 1,700 feet MSL. The pilot responded with an unintelligible transmission. The I90 controller informed the pilot of N26136 that they need an affirmative or negative and restated the question if the pilot could maintain their own terrain and obstacle clearance through 1,700 feet MSL. The pilot read back "one thousand seven". The I90 controller replied, "no sir can you maintain your own terrain and obstacle clearance through seventeen hundred feet are you are you able to maintain your own terrain and obstacle clearance through seventeen hundred feet affirmative or negative please". The pilot responded "affirmative".

At 1335:35, the I90 controller transmitted "november one three six is cleared to tango seven eight via radar vectors climb and maintain three thousand and ah fly heading of ah two seven zero". There was no reply.

At 1335:44, the I90 controller transmitted "november one three six cleared to tango seven eight via heading two seven zero climb and maintain three thousand". There was an unintelligible reply.

At 1335:56, the I90 controller transmitted "one three six and what are your intentions at tango seventy eight liberty". The pilot responded, "ah full stop...(unintelligible)".

At 1336:32, the I90 controller transmitted "november two six one three six you appear to be ah turning east bound just stop your turn whatever direction you are going just stop your turn and ah climb and maintain three thousand". The pilot responded, "three thousand one three six".

1336:53, the I90 controller transmitted "grumman one three six there are antennas in front of you I need you to continue your climb to three thousand". The pilot responded "climbing three thousand"

At 1337:25 the Low Altitude aural and visual alert activated, and the controller transmitted "grumman two six one three six low altitude alert check your altitude immediately (unintelligible) of two thousand you appear to be in ah spiraling left hand turn level your wings level off please and stop your descent".

At 1337:54, the I90 controller advised the pilot that radar contact was lost.