

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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* Accident No.: CEN21FA198

461 DELTA KILO

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McAlester Radio Call

Center McAlester

Pilot: Accident pilot

Flight Service Specialist: McAlester radio

ATC: Fort Worth Air Route Traffic Control Center

R E C O R D I N G

PILOT: McAlester (ph.) Radio; November 461 Delta Kilo.

FLIGHT SERVICE SPECIALIST: Thank you for phoning McAlester Radio. I didn't copy that call sign, can you try it again please?

PILOT: 461 Delta Kilo.

FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; McAlester Radio. Good afternoon, go ahead.

PILOT: Yeah we'd just like to pick up our IFR out of Mike Kilo Oscar, and we're a few minutes early.

FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; and what's your destination today?

(Silence)

PILOT: X-ray 60, 1 Delta Kilo.

(Silence)

FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; Roger, stand by. Let me verify that they don't have an on-the-ground-frequency at your departure airport. Stand by.

(Silence)

FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; Red Barrel will go ahead and request that clearance departing Mike Kilo Oscar for X-ray 60. What runway are you departing, and how soon could you be off?

PILOT: Departing 1-3 and we're ready to go.

FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; Roger, your clearance is on request. Stand by.

1 PILOT: (Indiscernible).

2 (Silence)

3 FLIGHT SERVICE SPECIALIST: Line clear.

4 (Beeping)

5 ATC: This is Fort Worth Center McAlester.

6 FLIGHT SERVICE SPECIALIST: Yes, this is McAlester Radio end
7 plate (ph.). I've got an IFR clearance request off of Mike Kilo
8 Oscar for November 461 Delta Kilo to X-Ray 60, departing runway 1-
9 3 ready now.

10 ATC: And November 461 Delta Kilo is cleared from Muskogee to
11 X-ray 60 at (indiscernible) maintain 4,000, expect final of 2-3-0
12 and departure frequency 132.2, squawk 6273, the release of this
13 time clearance void it's not off by 21 -- 2105 and advised that
14 are not later than 2110 of intentions, and stand by for the read-
15 back.

16 FLIGHT SERVICE SPECIALIST: Okay.

17 (Silence)

18 ATC: All right, flight data?

19 FLIGHT SERVICE SPECIALIST: Yeah.

20 ATC: Go ahead with the read-back.

21 FLIGHT SERVICE SPECIALIST: Okay, this is McAlester Radio
22 Flight --

23 ATC: Oh, sorry.

24 FLIGHT SERVICE SPECIALIST: I've got November 461 Delta Kilo
25 cleared from Muskogee to X-ray 60 as filed, climb maintained

1 4,000, expect flight level 230 and 10. Departure frequency 132.2,
2 squawk 4273, release void at 0105, advised by 0110.

3 ATC: That read-back is correct except the squawk code is
4 6273, 6273.

5 FLIGHT SERVICE SPECIALIST: 6273, thank you very much.

6 (Crosstalk)

7 (Silence)

8 FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo;
9 McAlester Radio, I have your clearance advised, ready to copy.

10 PILOT: Go ahead, 1 Delta Kilo.

11 FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; ATC
12 clears November 461 Delta Kilo from the Muskogee Airport to the X-
13 ray 60 Airport as filed, climb and maintain 4,000, expect flight
14 level 230 in 1-0 minutes. Departure frequency 132.2, squawk 6273,
15 you are released. Clearance void if not off by 2105. If not off
16 by 2105, advice center of intentions no later than 2110.

17 Time now 2055, approaching one quarter.

18 PILOT: We're cleared as filed, climbing to 4,000 and expect
19 230, departure frequency 132.2, squawk 7273, and void if not off
20 by 2105. That's --

21 FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; the
22 squawk is 6273, 6273.

23 PILOT: 6273, 1 Delta Kilo.

24 FLIGHT SERVICE SPECIALIST: Kilo, Roger. Go ahead and
25 monitor the Muskogee automated weather for your current altimeter.

1 We do have AIRMETs on your route for icing potential, IFR, upper-
2 level turbulence for the first three quarters of your flight. No
3 AIRMETs once you get into the Florida panhandle. Details on a
4 request. Have a good day.

5 PILOT: Bye, Delta Kilo, have a good day.

6 (End of recording)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: 461 DELTA KILO

ACCIDENT NO.: CEN21FA198

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.

