

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; 461 Delta Kilo.

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

PILOT: Okay, we think we got it straightened out and we're
ready to go. Do we need to refile or can we take it from here?

FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; let me
check with Center, see if they still have it; if they want to use
the same clearance and just change the void time or not. Stand
by.

PILOT: Thank you.

FLIGHT SERVICE SPECIALIST: Line clear.

(Beeping)

(Silence)

FLIGHT SERVICE SPECIALIST: Line clear.

(Beeping)

(Silence)

FLIGHT SERVICE SPECIALIST: McAlester, you there?

(Silence)

FLIGHT SERVICE SPECIALIST: Line clear.

(Beeping)

(Silence)

FLIGHT SERVICE SPECIALIST: Line clear.

(Beeping)

(Silence)

1 ATC: (Indiscernible).

2 FLIGHT SERVICE SPECIALIST: Is this McAlester sector?

3 ATC: Yes.

4 FLIGHT SERVICE SPECIALIST: Yes, this is McAlester Radio
5 Inflight reference at 461 Delta Kilo. He's got his maintenance
6 issue worked out. Do you want to use the same clearance and just
7 give me a new void time or do we have to start over?

8 ATC: (Indiscernible) stand by. What was the call sign?

9 FLIGHT SERVICE SPECIALIST: 461 Delta Kilo.

10 (Silence)

11 ATC: Probably going to have to start over and have him
12 refile because I am not pulling anything up on a 461 Delta Kilo.

13 FLIGHT SERVICE SPECIALIST: Okay, there's no way of you
14 pulling it back up. I just got the clearance a few minutes ago
15 but then he had a maintenance issue. Okay, I'll -- so just need
16 to refile and then call you back?

17 ATC: Yeah, because right now my (indiscernible) really busy
18 right now and -- so yeah, just have him refile and call back for a
19 new clearance.

20 FLIGHT SERVICE SPECIALIST: Okay, thank you, (indiscernible).

21 ATC: All right.

22 FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo;
23 McAlester Radio.

24 PILOT: Delta Kilo.

25 FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo, Center

1 said they were super busy; that I needed to refile a flight plan
2 from your aircraft, and then call back to get that clearance. Do
3 you have the information I would need for -- to refile, or do you
4 file online?

5 PILOT: Yeah, I, I can just give you the info if you want.

6 FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; Roger, I
7 got an IFR general aviation aircraft; what is your type aircraft?

8 PILOT: Piper Malibu.

9 FLIGHT SERVICE SPECIALIST: November 1 Delta Kilo; is that a
10 46?

11 PILOT: Confirm, 1 Delta Kilo.

12 FLIGHT SERVICE SPECIALIST: November 1 Delta Kilo; Roger,
13 what's your ICAO equipment codes?

14 PILOT: That's C (ph.), I believe, 1 Delta Kilo.

15 FLIGHT SERVICE SPECIALIST: November 1 Delta Kilo; so you're,
16 you're a Sierra Charlie for your equipment, what's your
17 transponder code?

18 PILOT: CO.

19 FLIGHT SERVICE SPECIALIST: November 1 Delta Kilo;
20 unfortunately, that doesn't work for the surveillance equipment.
21 There is no Charlie -- or there's no Oscar. Okay, are you a mode
22 Alfa and Charlie transponder or a Mode S (ph.)?

23 PILOT: Put it as Echo on the surveillance code.

24 FLIGHT SERVICE SPECIALIST: November 1 Delta Charlie; Roger,
25 and on your ADS-B, are you dedicated 1090 out or 1090 out and in?

1 PILOT: Out and in.

2 FLIGHT SERVICE SPECIALIST: Okay, that would be an Echo Bravo
3 2 on that. And I have you off of Mike Kilo Oscar; I'll use just a
4 little time in the future so we can get this done. What's the air
5 speed of the aircraft?

6 PILOT: 75 knots.

7 FLIGHT SERVICE SPECIALIST: 1 Delta Kilo; it sounds like you
8 said 1 -- or correction, 75 knots; do you mean 175, or did I miss
9 that?

10 PILOT: 175 1 Delta Kilo.

11 FLIGHT SERVICE SPECIALIST: November 1 Delta Kilo; Roger, and
12 altitude you're requesting?

13 PILOT: Flight level 230.

14 FLIGHT SERVICE SPECIALIST: November 1 Delta Kilo; Roger, and
15 you just want to show it direct to X-ray 60, or do you need a
16 routing in there?

17 PILOT: Correct, 1 Delta Kilo.

18 FLIGHT SERVICE SPECIALIST: November 1 Delta Kilo; Roger,
19 what's your total time in route, and number of hours and fuel on
20 board?

21 PILOT: On route for four hours, we have five hours of fuel
22 on board, 1 Delta Kilo.

23 FLIGHT SERVICE SPECIALIST: November 1 Delta Kilo; Roger, how
24 many people on board, and then give me your pilot information?

25 PILOT: Four people on board. Pilot is [REDACTED] (ph.) and

1 do you need the phone number?

2 FLIGHT SERVICE SPECIALIST: November 1 Delta Kilo; Roger, I
3 need your phone number and also where you're based at.

4 PILOT: Phone number [REDACTED] based out of Muskogee, at
5 [REDACTED].

6 FLIGHT SERVICE SPECIALIST: November 1 Delta Kilo; Roger,
7 what's the color of the aircraft?

8 PILOT: Blue and white.

9 FLIGHT SERVICE SPECIALIST: November 1 Delta Kilo; Roger, let
10 me read this back, make sure I've got it right and then I'll send
11 that off to the center and request your clearance. I've got an
12 IFR generation for November 461 Delta Kilo, PA-46, equipment
13 Sierra Charlie, surveillance codes Echo, Bravo, 2, departing
14 Muskogee at -- I put in 2120, flight level 230 direct to X-ray 60,
15 four hours in route, no remarks; is that all correct?

16 PILOT: Sounds good, 1 Delta Kilo.

17 FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; Roger,
18 that has been filed. Stand by while I try to get that from the
19 center.

20 (Silence)

21 FLIGHT SERVICE SPECIALIST: Line clear.

22 (Beeping)

23 ATC: McAlester.

24 FLIGHT SERVICE SPECIALIST: Yeah, this is McAlester Radio
25 Inflight, filed that one for 461 Delta Kilo, did you get it yet?

1 ATC: Affirmative, going to Muskogee to X-ray 60?

2 FLIGHT SERVICE SPECIALIST: That is correct. He's ready now,
3 depart (indiscernible) 1-3.

4 ATC: All right, stand by for me (indiscernible).

5 (Silence)

6 ATC: All right -- flight data?

7 FLIGHT SERVICE SPECIALIST: This is inflight; go ahead.

8 ATC: All right, November 461 Delta Kilo is cleared from
9 Muskogee Airport. They (indiscernible) airport as filed,
10 (indiscernible) maintains 4,000 and up, expect -- 23000 10 minutes
11 after departure, squawk at 2240, and by contact Fort Worth Center
12 132.2 on departure. November 461 Delta Kilo is released at this
13 time. Clearance void, it's not off by 2130, it's not off by 2130,
14 and (indiscernible) are not within 2135 of intentions.

15 FLIGHT SERVICE SPECIALIST: Okay, got him cleared. His final
16 climb maintained 4,000 and expect level 230 and 10, squawk 2240,
17 departure frequency 132.2, he is released, void at 2130. If not
18 off, advised by 35.

19 ATC: Read-back correct.

20 FLIGHT SERVICE SPECIALIST: Thanks --

21 November 461 Delta Kilo; I have your clearance advised if
22 ready to go?

23 PILOT: I do copy you, 1 Delta Kilo.

24 FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; ATC
25 clears November 461 Delta Kilo from the Muskogee Airport to the X-

1 ray 60 Airport as filed, climb and maintain 4,000, expect flight
2 level 230 in 10 minutes, squawk 2240, departure frequency 132.2,
3 you are released. Clearance void if not off by 2130 Zulu. Not
4 off by 2130 Zulu, advise Center if intentions no later than 2135.

5 Time now is 2120 straight up (ph.).

6 PILOT: You were cleared as filed to X-ray 60, flight
7 maintain 4,000, and then expect 230 10 minutes after departure,
8 212132.2, squawk 2240, but if not off, it's 2130. And contact
9 Center before 2135 if not off Delta Kilo.

10 FLIGHT SERVICE SPECIALIST: November 461 Delta Kilo; Roger,
11 read-back correct and you are released at this time, and no
12 changes to the advisories that I gave you earlier. Have a good
13 day.

14 PILOT: 1 Delta Kilo; have a good day.

15 (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: MAINTENANCE ISSUE WITH
 THE 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.

