

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN24LA100

AIR TRAFFIC CONTROL COMMUNICATIONS

ACCIDENT

Location: DeRidder, LA
Date: January 26, 2024
Time: 1755 central standard time (2355 UTC)
Airplane: Beechcraft 58; Registration No. N811CW

Transcript of Recorded Communications

The following is a partial communication summary of the radio transmissions between the pilot of the accident airplane (Beechcraft BE58, N811CW), and the R26 controller position at the Houston Air Route Control Center (ARCC).

Legend

R26 Houston Air Route Radar Controller
N811CW Accident Airplane

Time	ID	Transmission
1743:36	N811CW	Houston center, N811CW out of one one thousand
1743:40	R26	November eight one one charlie whisky houston center welcome to jasper, altimeter two niner niner five
1743:45	N811CW	Two niner niner five one charlie
1743:48	R26	November one charlie whisky areas of heavy moderate and extreme precipitation starting your 12 o'clock two five miles about uh, four zero miles along your route about a hundred miles in diameter total north to south uh . . . couple options for you I don't have anything without any precipitation at all but there are a couple of spots just showing some moderate that might have some gaps that you can get through you can deviate left and right of course for now and I'll be right back with you
1744:31	R26	November one charlie whisky at about a zero seven five or zero eight zero heading I'm showing an area that is about five miles wide with just moderate precipitation there are some uh heavy and extreme cells on either side. It's only about five miles wide with just moderate. It might be a decent slot for ya uh, 2345:41 additionally if you want to go farther south it goes due south for about

		maybe thirty five miles and then uh . . . About a zero seven zero heading from there for forty miles there's another gap about five to ten miles wide that's only moderate precipitation.
1745:04	N811CW	I'll take the deviation to the north on a heading of zero seven five one charlie whisky
1745:07	R26	November one charlie whisky copy deviations left and right of course as you need to are approved and direct to your destination when able and advise
1745:14	N811CW	I got a zero left zero seven five I'll let you know when direct destination for one charlie whisky
1745:27	R26	November one charlie whisky one additional option for ya if you want to go a little bit farther north there's a uh . . . A larger areas of just moderate precipitation at about a zero three zero heading for about two five miles and then due east from there that's about ten to fifteen miles wide of just moderate
1745:42	N811CW	Alright and that was uh zero three zero on a heading for one charlie whisky
1745:44	R26	November one charlie whisky affirmative uh zero two five, zero three zero somewhere to get you just basically north for about thirty five miles
1745:51	N811CW	Alright we'll hang out here for a second and will let you know if we need to go on the zero three zero heading for one charlie whisky
1745:55	R26	November one charlie whisky uh copy if you need to just go ahead do it left and right as you need to and uh once you get established there just let me know what your plan is so i can follow you a little bit better
1745:06	N811CW	Thanks sir appreciate the help
1747:28	R26	November one charlie whisky do you have weather radar on board?
1747:31	N811CW	That's affirm
1749:39	R26	November one charlie whisky are you uh seeing that area I was talking about I'm showing it just about maybe five to ten degrees off your left but my system might be a little bit behind
1749:50	N811CW	Yeah we're showing a . . . Unintelligible . . . for one charlie whisky . . .unintelligible
1749:56	R26	November one charlie whisky copy once you get past that there are some scattered areas of embedded heavy precipitation right at your twelve o'clock and about two

		zero miles about five miles in diameter and eleven to twelve o'clock and about 25 miles and ten miles in diameter ahh umm might be able to sneak through there or if you want to continue around to the east of that it's much clearer just past that about thirty five miles out.
1750:17	N811CW	That will work we're a we'll keep in contact with you two-o-eight-three one charlie whisky
1754:56	N811CW	November one charlie whisky . . . unintelligible . . .
1755:01	R26	Uh airshow standby november eight one one charlie whisky say again
1755:04	N811CW	In severe turbulence turbulence and hail for one charlie whisky
1755:07	R26	November one charlie whisky roger altitude is your discretion at the moment and uh just advise when you get out of that please any damage to the aircraft
1755:17	N811CW	That's affirmative one charlie whisky
1755:19	R26	November one charlie whisky any injuries?
1755:20	N811CW	Negative
1755:22	R26	November one charlie whisky roger be advised when you're able to uh maintain altitude and if you need any assistance please advise
1755:30	N811CW	I have we can get out of it as soon as possible one charlie whisky
1755:32	R26	November one charlie whisky you're looking at a good heading from what I can tell um you are just about three miles of just moderate precipitation at your twelve o'clock and then I'm showing uh no precipitation after that.
1755:44	N811CW	Alright if you can get us out of it thanks one charlie whisky
1756:32	N811CW	November one charlie whisky see any better ideas . . . unintelligible
1756:35	R26	November one charlie whisky say again
1756:38	N811CW	See any better options for one charlie whisky
1756:40	R26	One charlie whisky at your present heading is the best thing that I'm seeing here at about a half mile to one mile um you're going to break out I'm not showing any precipitation after that there is a pretty good gap from there

1757:09	N811CW	And Houston one charlie whisky . . . Unintelligible. . . An airport to land
1757:13	R26	November one charlie whisky standby for me just a moment while I pull one up
1758:27	R26	I have right one charlie whisky I have uh leesville which is lima three nine at your twelve o'clock and uh one five miles that's runway one eight three six and uh would you like that
1757:40	N811CW	That's affirmative we will . . . unintelligible
1757:42	R26	November one charlie whisky descend at pilot's discretion maintain one one thousand i need to make a quick phone call to unintelligible approach and let them know you're coming
1757:51	N811CW	Ahh center baron one charlie whisky
1757:53	R26	Baron one charlie whisky go ahead
1757:55	N811CW	Yeah how far to Esler or Alexandria international?
1758:00	R26	November eight one one charlie whisky Alexandria is at your uh uh twelve to one o'clock five five miles
1758:06	N811CW	Okay can you get me the uh their weather there
1758:11	R26	Uh affirmative stand by for me just one moment and I'll get it . . . Would you like Esler or Alexandria for the weather?
1758:17	N811CW	Alexandria
1758:19	R26	November one charlie whisky the Alexandria two three five three observation wind three three zero at five visibility two and uh thunderstorms in the vicinity rain showers mist ceiling broken at six hundred overcast one thousand four hundred altimeter uh correction temperature 16 dewpoint 15 altimeter three zero zero one

** END OF TRANSCRIPT **