



Federal Aviation Administration

Memorandum

Date: May 16, 2011
To: Aircraft Accident File ROA-ATCT-0079
From: Roanoke Airport Traffic Control Tower
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N3963Y
Altavista, VA, April 23, 2011

This transcription covers the Roanoke Airport Traffic Control Tower (ATCT) LWR AP position for the time period from April 23, 2011, 0037 UTC, to April 23, 2011, 0211 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Centurion (C210), N3963Y	N3963Y
Roanoke Air Traffic Control Tower (ATCT), Lynchburg West Radar (LWR AP)	LWR
Lynchburg Federal Contract Tower	LYHFCT
PIEDMONT AIRLINES, INC. D/B/A HENSON AVIATION - USAIR FLORIDA SHUTTLE - USAIR EXPRESS (SALISBURY, MD), PDT4274	PDT4274
PIEDMONT AIRLINES, INC. D/B/A HENSON AVIATION - USAIR FLORIDA SHUTTLE - USAIR EXPRESS (SALISBURY, MD), PDT4254	PDT4254
Washington Air Route Traffic Control Center (ARTCC), South Boston Sector	SBV
Washington ARTCC, Hot Springs Sector	HSP
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA1681	SWA1681

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N3963Y.

Kurt R. Erath
Support Specialist
Roanoke ATCT

0037
(0038-0041)
0042

0042:41 N3963Y roanoke approach centurion three niner six three yankee
with you eight thousand

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0042:45 LWR centurion three niner six three yankee roanoke approach
lynchburg information lima current altimeter three zero
two nine

0042:53 N3963Y three zero two niner six three yankee

0042:55 LWR centurion six three yankee fly heading two one zero
vector to i l s final approach course

0043:03 N3963Y fly heading two one ah vectors for i l s four approach
ah six three yankee

0044
0045
0045:31 LYHFCT roanoke lynchburg

0045:34 LWR roanoke

0045:35 LYHFCT yeah the dash eight reported bases about fifteen hundred

0045:36 LWR alright appreciate it

0045:37 LYHFCT m l

0045:38 LWR d j
0046
(0047-0049)
0050

0050:58 LWR centurion six three yankee descend pilot's discretion
maintain three thousand two hundred

0051:03 N3963Y descend ah maintain three thousand two hundred six three
yankee

0052
0053
0053:32 LWR november six three yankee turn left heading one niner
zero vector for spacing

0053:36 N3963Y left heading one nine zero for spacing six three yankee
0054
(0055-0056)
0057

0057:06 LYHFCT roanoke lynchburg new weather

0057:10 LWR roanoke

0057:11 LYHFCT mike's on the air

0057:12 LWR mike

0057:13 LYHFCT m l

0057:14 LWR lynchburg information mike current altimeter three zero two niner

0058

0059

0059:27 LWR lynchburg tower approach

0059:32 LYHFCT yes

0059:33 LWR yeah this is a heads up ah six three yankee is ah transitioning through ah your airspace in your departure corridor i gave him like ah one ninety heading i guess that wouldn't work for him

0059:42 LYHFCT okay that's fine

0059:43 LWR d j

0059:44 LYHFCT thanks m l

0100

(0101-0102)

0103

0103:20 LWR november six three yankee turn left heading one eight zero

0103:23 N3963Y left one eight zero six three yankee

0104

0105

0105:59 LYHFCT roanoke lynchburg sixty six

0106:04 LWR roanoke

0106:05 LYHFCT yeah ah request release piedmont forty two seventy four i'd like to depart him runway two two if that's possible

0106:11 LWR ah yeah he has a time i assume

0106:13 LYHFCT i'm sorry

0106:14 LWR he has a time i assume

0106:16 LYHFCT no well yeah yeah he does

0106:18 LWR um what what what's his ah what's his ah void time

0106:21 LYHFCT he's ah approaching it right now about eight after eight to ten after sorry about that i see that guy out there

0106:28 LWR yeah that's fine he's released

0106:29 LYHFCT okay thanks m l

0106:30 LWR d j

0106:42 LWR and sir centurion six three yankee i do apologize for this sir i'm going to have to take you um in ah eastern box pattern to join ah the base for your i l s final for um departing traffic ah turn left at this time heading zero niner zero maintain three thousand

0106:57 N3963Y left zero nine zero maintain ah three thousand six three yankee

0107:38 LWR (unintelligible) six three yankee turn left heading zero seven zero

0107:42 N3963Y left heading zero seven zero six three yankee
0108

0108:24 LYHFCT roanoke lynchburg piedmont's rollin' now thanks for the help

0108:26 LWR thanks d j

0108:27 LYHFCT m l

0108:46 LWR november six three yankee turn left heading zero one zero

0108:50 N3963Y left zero one zero six three yankee
0109

0109:25 PDT4274 departure piedmont forty two seventy four is eighteen hundred for four thousand good evening

0109:29 LWR piedmont forty two seventy four roanoke departure ident climb and maintain niner thousand good evening

0109:36 PDT4274 ah good evening to you and up to niner thousand piedmont forty two seventy four

0109:40 LWR centurion six three yankee turn left heading three zero zero

0109:44 N3963Y left three zero zero six three yankee

0109:47 LWR piedmont forty two seventy four radar contact two miles north lynchburg v o r join victor one forty three resume own navigation

0110
0111
0111:03 LWR piedmont forty two seventy four contact washington center one two four point zero five good night

0111:08 PDT4274 one two four zero five see ya piedmont forty two seventy four

0111:44 LWR centurion six three yankee four miles from bojar turn right heading three six zero maintain three thousand till established on the localizer cleared i l s runway four

0111:53 N3963Y turn right to three six zero till established err sorry it's till established at bojar maintain three thousand cleared i l s four six three yankee

0112
0112:30 LWR centurion six three yankee i really do appreciate your help and um patience with me tonight ah sir contact lynchburg tower now one two seven point six five take care

0112:39 N3963Y contact tower one two seven point six five thanks for your help

0113
0114
0115
0115:48 LYHFCT roanoke lynchburg six six

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0115:50	LWR	roanoke
0115:51	LYHFCT	that six three yankee is doing a missed approach there's something wrong with ah his engine monitor or something he's coming back to you
0115:56	LWR	okay thanks
0115:57 0116	LYHFCT	alright m l
0116:11	N3963Y	ah roanoke approach centurion three niner six three yankee with you two thousand on a go around ta for i l s four
0116:18	LWR	centurion three niner six three yankee roanoke departure radar contact just want to confirm you are requesting vectors for another i l s runway four
0116:26	N3963Y	ah that's affirmative six three yankee
0116:28	LWR	november six three yankee ah roger ah climb pilot discretion maintain three thousand when able turn right heading one eight zero
0116:37	N3963Y	climb three thousand when able turn right heading one eight zero six three yankee
0116:51	LWR	centurion six three yankee just advise if you are going to need any ah further assistance
0116:56	N3963Y	ah i think we'll be okay for right now i'll give you a call back if i need anything else in the mean time six three yankee
0117:02 0118 0119 0120	LWR	roger thank you
0120:53	LWR	centurion six three yankee turn right heading two eight zero
0120:57	N3963Y	right two eight zero six three yankee

0121:30 LWR and centurion six three yankee low altitude alert ah the m v a in your area is two thousand eight hundred i show you at two thousand two hundred sir

0121:38 N3963Y that's affirmative i'm just trying to get the v o rs in here six three yankee

0121:44 LWR november six three ah yankee ah roger sir just ah take your the m v a is ah actually is ah two thousand eight hundred sir so you'll be fine right there

0121:55 LWR centurion six three yankee now four miles from bojar turn right heading three six zero i'd like you to maintain three thousand until established on the localizer cleared i l s runway four

0122:06 N3963Y turn right three six zero maintain three thousand till established cleared i l s four six three yankee

0122:40 LWR and november six three yankee i show ah you slightly right of course this time sir how does a g p s approach ah runway four sound to you sir

0122:53 N3963Y ah let me just get re ah set on the ah i l s four if that is alright

0122:58 LWR and november six three yankee ah roger turn left heading three four zero to ah join the localizer currently one mile south of bojar

0123:06 N3963Y left three four zero six three yankee

0123:08 LWR november six three yankee report localizer status

0123:14 N3963Y report localizer capture capture six three yankee

0123:19 LWR lynchburg tower roanoke approach info

0123:23 LYHFCT yeah

0123:24 LWR yes sounds like six three yankee's a little bit disoriented ah here um so i'm going to hold to him a little bit longer

0123:29 LYHFCT you you can keep him

0123:30 LWR alright thanks d j

0123:31 LYHFCT m l

0123:43 LWR and ah tower approach

0123:45 LYHFCT yeah

0123:46 LWR can i go ahead go ahead ah and give him his landing clearance

0123:48 LYHFCT yeah yeah yeah point out approved

0123:49 LWR i i i'll change him over i'll tell him to change over once he once he lands

0123:53 LYHFCT once he lands on the ground that's good m l

0123:59 LWR november six three yankee are you on the localizer now sir

0124:01 N3963Y ah that's affirmative six three yankee

0124:05 LWR november six three ah yankee i'm showing you ah well right of course ah sir advise you climb immediately maintain three thousand

0124:13 N3963Y climb and re maintain three thousand six three yankee

0124:17 LWR november six three yankee ah low altitude alert once again um climb immediately maintain three thousand

0124:25 N3963Y climb and maintain three thousand six three yankee

0124:57 LWR and november ah six three ah yankee i just want to confirm that you are g p s equipped

0125:02 N3963Y ah that's affirmative six three yankee

0125:04 LWR and november six ah three yankee what i'd like to do sir is ah go ahead and take you on down to ah kilbe if you do have enough gas and um if you need if you need some more time to kind of get yourself reoriented with what's going on i can i can hold you there for a little bit and then clear you for the g p s for runway four

0125:22 N3963Y ah that'd be okay six three yankee

0125:24 LWR alright sounds good sir ah right now um climb and maintain three thousand turn right heading two zero zero

0125:32 N3963Y two zero zero maintain three thousand six three yankee

0125:50 LWR and lynchburg tower roanoke approach info

0125:54 LYHFCT yes

0125:55 LWR okay take three

0125:56 LYHFCT okay

0125:57 LWR um (unintelligible) six three yankee yeah he's havin a bit of a time here with the ah vectors

0126:01 LYHFCT alright

0126:02 LWR so i'm gonna try him on the ah g p s four um

0126:05 LYHFCT okay

0126:06 LWR hopefully ah i'm gonna try and talk him down on that um i'm gonna make sure he got has charts for that whatever um i'm gonna take him all the way out to kilbe

0126:11 LYHFCT okay

0126:12 LWR and try that one

0126:13 LYHFCT okay

0126:14 LWR alright d j

0126:15 LWR m l

0126:40 LWR november six three yankee yeah this is just a heads up sir you can expect to be cleared for the g p s via kilbe intersection um that's kilo india lima bravo echo if you want to go ahead and ah get that typed in

0126:54 N3963Y ah roger that six three yankee
0127

0127:34 LWR november six three yankee ah um just a question for you sir are you experiencing any kind of ah turbulence right now

0127:40 N3963Y ah a little bit but not ah as much as you might expect

0127:44 LWR roger sir

0127:47 LWR and november six three yankee i'll let you play with your altitude as much as you need um just try to stay at least above ah two thousand eight hundred

0127:55 N3963Y roger that six three yankee
0128

0128:04 N3963Y alright i have kilbe in ah sight for ah or in plan for two four zero

0128:14 LWR and november six three ah yankee roger sir fly heading ah two zero zero um it might be the winds aloft but i'm showing you on about ah one three zero track

0128:26 N3963Y ah roger that six three yankee

0128:35 LWR november six three yankee ah turn right heading two one zero now expect approach clearance in six miles and you'll be proceeding direct kilbe at that time um again two one zero heading for now

0128:45 N3963Y two one zero six three yankee
0129

0129:48 PDT4254 good evening roanoke piedmont forty two fifty four niner

thousand with mike

0129:53 LWR piedmont forty two fifty four ah good evening roanoke approach ah sir just to give you a heads up ah i have a pilot that's havin a little bit of trouble getting here um to lynchburg right now so we need you to be patient with me right now i'm gonna give you box vectors you can expect the i l s approach it will probably be about a ah shouldn't be anymore than a ah five minute delay

0130:12 PDT4254 okay he's having trouble as far as what like instrument flying finding the airport or what

0130:17 LWR piedmont forty two fifty four affirm

0130:20 PDT4254 okay glad you're with him do you want us to slow it back

0130:23 LWR piedmont forty two ah fifty four if you could sir

0130:26 PDT4254 alright we'll slow her right on back piedmont forty two fifty four

0130:30 LWR appreciate it

0130:31 PDT4254 no problem sir

0130:45 LWR november six three yankee three miles east of kilbe you can maintain at or above three thousand until established on the ah published segment of the approach cleared g p s runway four

0130:57 N3963Y maintain at or above three thousand ah until established ah cleared for the ah g p s four six three yankee

0131:31 LWR piedmont forty two fifty four descend pilot's discretion maintain six thousand

0131:35 PDT4254 p d to six thousand piedmont forty two fifty four
0132

0132:38 LWR and november six three ah yankee did you have did you have your chart up sir

0132:49 N3963Y ah six three yankee i'm gonna need to make a three sixty right here i'm still having some trouble with my engine monitors

0132:55 LWR and november ah six three ah yankee roger sir is that equipment um associated with ah your instruments

0133:06 N3963Y i'm sorry repeat that last bit

0133:08 LWR november six three ah yankee before i do that climb to and maintain at or above two thousand eight hundred

0133:14 N3963Y climb maintain two thousand eight hundred six three yankee

0133:18 LWR and november six three yankee i was just asking your engine monitor is that associated with you instruments at all

0133:24 N3963Y ah partially for the ah ah tachometer

0133:30 LWR november six three ah yankee roger

0133:44 LWR and november six three yankee i tell you what sir ah you can hold south of ah kilbe as ah published maintain two thousand eight hundred

0133:53 N3963Y hold south kilbe ah maintain two thousand eight hundred six three yankee

0133:57 LWR piedmont forty two fifty four turn right heading ah zero five zero that's a vector for ah pattern correction actually sir disregard that continue present heading

0134:06 PDT4254 present heading now that's zero three zero piedmont forty two fifty four

0134:20 LWR and november six three yankee you're well below my ah m v a at this time sir low altitude alert climb and maintain two thousand eight hundred or above immediately

0134:29 N3963Y ah i'm doing that right now six three yankee ah

0135:00 LWR piedmont forty two fifty four descend and maintain four thousand

0135:05 PDT4254 four thousand piedmont forty two fifty four now look we have plenty of fuel so what ever you need to do to get this guy whatever you know what i'm saying

0135:13 LWR yes sir um right now i'm just trying to get him oriented with what's ah going on with his equipment and ah maintaining his altitude we're trying to see if we can get him in in on the surveillance approach right now or ah to another airport

0135:26 PDT4254 okay yeah he'd probably probably do really good if he could get a surveillance and just studied those instruments

0135:32 LWR roger piedmont

0135:34 PDT4254 fifty seven for four thousand heading zero three zero piedmont forty two fifty four

0135:42 LWR and piedmont forty two fifty four i'll go ahead and box you around sir you're a little bit too high to start the approach right there unless you ah want to turn on to the final

0135:49 PDT4254 no no no that would be (unintelligible) the approach we'll take the vector

0135:53 LWR piedmont ah forty two fifty four turn right heading zero niner zero maintain ah correction ah maintain four thousand

0135:59 PDT4254 four thousand zero nine zero piedmont forty two fifty four

0136:08 N3963Y ah roanoke i've got ah complete gyro failure it looks like i need some help with ah both ah heading and ah altitude monitoring

0136:17 LWR and november six three yankee roger i show your altitude at two thousand niner hundred now sir maintain two thousand niner hundred and i'll keep you advised as best i can

0136:26 N3963Y ah roger that six three yankee

0136:29 LWR and piedmont forty two fifty four um we're gonna change plans a little bit here sir proceed direct swarm hold east um you can ah let's see with one minute legs right turns

0136:39 PDT4254 alright four thousand you want us to go direct to swarm you want us to hold east you want us to hold on the ah two seventy inbound

0136:47 LWR and piedmont ah forty two ah fifty four that will work thank you

0136:51 PDT4254 you're welcome sir yeah do what you got to do we got plenty of fuel here piedmont forty two fifty four direct swarm

0136:57 LWR roger

0136:58 LWR and november six three yankee this will be a no gyro vector turn right

0137:02 N3963Y turn right ah six three yankee

0137:18 LWR november six three yankee are you currently tracking lynchburg v o r

0137:23 N3963Y um i'm a little dizzy thanks

0137:27 LWR roger

0137:32 LWR lynchburg tower approach

0137:34 LYHFCT yeah

0137:35 LWR hey just a heads up six three yankee ah he's no gyro this time

0137:37 LYHFCT okay

0137:38 LWR um and ah his altitude reading equipment is all jacked up right now so i'm having to ah monitor

0137:43 LYHFCT wow

0137:44 LWR yeah and we're calling it for him so um

0137:46 LYHFCT okay

0137:47 LWR yeah so that's what's going on with him

0137:48 LYHFCT okay

0137:49 LWR piedmont's holding now i'm gonna try and get this guy down

0137:51 LYHFCT okay

0137:52 LWR alright d j

0137:53 LYHFCT thanks m l
0138

0138:05 LWR and november six ah three yankee go ahead and do what you got to do sir um we're trying to check for ah other airports in the area to see if there is any way you can get in um visually

0138:14 N3963Y roger that six three yankee
.

0138:17 LWR and november six three yankee take your time sir um when able say ah fuel remaining

0138:28 N3963Y i've got about an hour and a half of fuel left thanks

0138:31 LWR november six three yankee roger thank you

0138:38 N3963Y i'm currently showing about five thousand two hundred elevation

0138:41 LWR november six three yankee that altitude checks

0139

0140

0140:27 PDT4254 hey roanoke piedmont forty two fifty four um is it okay if we just hold ten mile legs

0140:33 LWR piedmont forty two fifty four affirmative sir

0140:36 PDT4254 thank you we'll make ten on this one we're showing six and a half from swarm now

0140:41 LWR piedmont ah forty two fifty four that's affirmative
0141

0141:01 LWR south boston ah roanoke lynchburg

0141:05 SBV south boston

0141:06 LWR sir i need i need some help

0141:07 SBV okay go ahead man

0141:08 LWR i got a november three niner six three yankee ah about ah i'd say ah twelve miles south of lynchburg at this time code five three zero four um

0141:15 PDT4254 and piedmont forty two fifty four four thousand works for you we're showing the m s a out here about fifty five

0141:21 LWR excuse me and ah piedmont forty two fifty five my m v a in the area is ah three thousand two hundred four thousand will work just fine

0141:27 PDT4254 alright sir thanks

0141:28 LWR um november six three yankee um is the call sign of that aircraft centurion um the pilot is very disoriented um he reported some equipment problems um apparently ah he reports he lost he lost his altitude readout and his um gyros um so he's trying to work out um all that but i really do feel like um this pilot is disoriented more than anything else um the last altitude check i had with him was okay um i gave him instructions for no no gyro vectors he was not really picking up on that so i'm wondering um with your guys advanced equipment um is

there anyway that you could quickly find out if any airport that he could get to within um within a hour and a half to land visually i know there might be a stretch right now with the weather we got but um i'm just trying see if i can try to find him some place to if um to land visually we we couldn't even get him in on a surveillance approach

0142:16 SBV alright um i see him out there he's about i'm showing him at fifty four hundred

0142:19 LWR yeah

0142:20 SBV he went fifty six okay

0142:21 LWR yeah

0142:22 SBV um let me get right back to you cause i'm looking at ah i'm looking around raleigh i'm looking around danville

0142:25 LWR okay

0142:26 SBV it's still i m c let me see if i can find something that is (unintelligible)

0142:28 LWR hey appreciate it

0142:29 SBV get back to you in a minute

0142:30 LWR thanks d j

0142:31 SBV (unintelligible)

0142:32 LWR and november six three ah yankee approach say again

0142:35 N3963Y ah can you give me a course heading ah six three yankee

0142:41 LWR stand by

0142:44 LWR november six three yankee i show you tracking roughly about a one two zero heading

0142:49 N3963Y one two zero six three yankee
0143
0144
0144:23 LWR november six three ah yankee um we do have um washington center and greensboro approach looking for um any airports you might be able to find um that you might be able to proceed to ah visually if need be um just keep me advised um what you're ready to do or what you would like to do as far as an approach um we can do anything from a surveillance talk you all the way down with altitudes and um headings even no gyros if you need that um any approach into lynchburg is at your disposal right now um any traffic coming inbound (unintelligible) we will hold off we can get you down um on the ground safely just keep me abreast and and advised of anything that you need right now

0144:58 N3963Y ah roger that i'm gonna turn ah right to ah one eight zero start tracking outbound see if i can't ah get back in line with the ah ah approach and see if you can give me ah a no gyro approach as well

0145:16 LWR november six three ah yankee roger just advise when you are ready for the ah no gyro vectors
0146

0146:17 LWR november six three ah yankee i show your altitude at one thousand four hundred climb immediately at or above two thousand eight hundred

0146:41 LWR november six three yankee roanoke approach

0146:56 PDT4254 hey six three yankee do you hear roanoke approach

0147:00 LWR november six three ah yankee affirmative sir ah climb immediately maintain at or above three thousand um sir last altitude i showed you at was one thousand nine hundred my m v a in that area is two thousand eight hundred

0147:13 PDT4254 roanoke that was piedmont calling him when you didn't get a hold of him i tried to do him

0147:18 LWR piedmont ah forty two fifty four roger sir

0147:37 PDT4254 and piedmont forty two fifty four we're on guard right now

0147:41 LWR and piedmont ah fif forty two fifty four um i do appreciate that sir um if you ah don't mind i'm trying to contact ah and the full call sign is ah three niner six three yankee

0147:51 PDT4254 three niner six three yankee do you read piedmont forty
0148 two fifty four

0148:03 PDT4254 i can't get him sir but like i said we're on guard for an e l l

0148:07 LWR (unintelligible) ah piedmont ah four two five four roger sir

0148:33 LWR lynchburg tower approach

0148:36 LYHFCT tower

0148:37 LWR (unintelligible) yeah um were you listening

0148:38 LYHFCT ah well yeah and i'm watching i'm on the phone with the pletsylvania county inspector ah right now um can i call right back ah you what do you have

0148:46 LWR what's that

0148:49 LYHFCT what what do you have

0148:51 LWR um right now well i lost his target at ah

0148:52 LYHFCT yeah

0148:53 LWR zero one four six um

0148:54 LYHFCT yeah

0148:55 LWR he's unresponsive the last i showed him at was one thousand niner hundred

0148:57 LYHFCT i saw that too yeah

0148:59 LWR ah other than that um he said he was headed on a southbound heading um about one eight zero

0149:04 LYHFCT okay

0149:05 LWR trying to get equipment um straightened out

0149:06 LYHFCT let let me talk to the police on the other line cause they said that they had a report that a guy went down so then i'll give you a call right back

0149:14 LWR alright thanks

0149:15 LYHFCT alright

0149:16 LWR d j

0149:22 PDT4254 three niner six three yankee do you read piedmont forty two fifty four over

0149:32 LWR piedmont ah forty two fifty four um we just received a report from the tower just speculation right now but um i guess the police department in pittsylvania county got received a report that um the aircraft may have possibily went down down in that area

0149:46 PDT4254 oh christ okay i don't have an e l t

0149:50 LWR roger sir um if you don't mind um i could use your help with this um if i could give you a southbound heading maybe get you a little bit closer see if you could pick something up we're not receiving it here either

0150:00 PDT4254 yeah whatever you need like i said we got four hours of fuel and made the p a to the folks company knows

0150:06 LWR piedmont forty two fifty four i really appreciate it sir um turn left heading ah two zero zero for now maintain block altitude just to be safe let's make it ah six through niner thousand

0150:17 PDT4254 okay we're on our way up to six thousand now piedmont forty two fifty four

0151

0152

0152:06 LYHFCT roanoke lynchburg

0152:07 PDT4254 piedmont forty two fifty four we're level at six thousand heading two zero zero

0152:11 LWR piedmont forty two fifty four roger sir thank you

0152:13 PDT4254 yes sir
0153

0153:44 PDT4254 and roanoke piedmont forty two fifty four

0153:48 LWR piedmont forty two fifty four approach

0153:50 PDT4254 yes sir what else can we do for you this evening

0153:53 LWR and ah piedmont ah forty two fifty four um at this point i don't think a whole lot ah sir if you want ah go ahead and continue that ah two zero zero heading i'll go ahead and get you guys on the ground now

0154:03 PDT4254 alright sir like i said we have c l t we're on guard i even put the squelch on i don't hear anything

0154:09 LWR roger sir

0154:54 LWR piedmont forty two fifty four turn right heading ah two two zero descend pilot's discretion maintain four thousand

0155:01 PDT4254 two two zero pilot discretion down to four thousand
piedmont forty two fifty four

0155:26 LWR and ah tower approach question

0155:30 LYHFCT tower

0155:31 LWR hey do you have the ah number for the police department um that i can get get real quick

0155:35 LYHFCT which one

0155:36 LWR ah whoever it was that that reported the

0155:38 LYHFCT pittsylvania okay here it is ah four three four

0155:40 LWR okay

0155:41 LYHFCT four three two

0155:43 LWR four three two

0155:44 LYHFCT seven nine three one

0155:45 LWR three one okay

0155:46 LYHFCT inspector kelly

0155:47 LWR kelly

0155:48 LYHFCT yep thanks

0155:49 LWR (unintelligible)
0156

0156:03 LWR piedmont forty two fifty four turn right heading two
five zero

0156:07 PDT4254 two five zero piedmont forty two fifty four

0156:35 HSP roanoke seventy six when you get a minute this is ah hot
springs

0156:47 LWR roanoke approach

0156:48 HSP yeah three six three yankee ah did or niner six three
yankee did you get anything on him

0156:52 LWR say that again

0156:53 HSP did you ah raise three niner six three yankce

0156:55 LWR ah negative um we're getting ah well we got a report ah from the police department ah out of lynchburg um we got a report that a aircraft ah going down in that ah general vicinity um he's been unresponsive so

0157:08 HSP okay um did you want me to get like ah i got a seven thirty seven coming close to that area you want me to see if they can try him on on the roanoke freq or the same freq that you had him on

0157:17 LWR um well he was on ah he was on ah one three five point zero i have had piedmont forty two fifty four who was in the vicinity um try him um he was unable to raise him and we're still not getting any kind of an e l t or anything i guess it wouldn't hurt to try

0157:29 HSP okay i'm gonna have southwest sixteen eighty one come over to three five point zero and broadcast real quick for him

0157:33 LWR okay thanks

0157:34 HSP and also see if he picks up an e l t so if you hear the southwest that's him

0157:36 LWR alright thanks d j

0157:37 HSP thank you

0157:38 LWR bye

0157:57 LWR hey piedmont forty two fifty four approach ah with a question

0158:01 PDT4254 yes sir go ahead

0158:03 LWR piedmont forty two fifty four um just from my gut here sir ah being i don't have an e l t on this aircraft and and just on the off chance that he he may low level um i'm trying to find ah the ground where i don't really feel safe if i bring you in on um the i l s to four being that's the vicinity um i lost him at would you

mind conducting an approach to two two

0158:24 PDT4254 all we can accept on that would be the ah the v o r to runway ah two two yeah

0158:32 LWR and ah piedmont forty two ah fifty four um do you feel comfortable ah with this approach or would you like vectors ah to the north

0158:38 PDT4254 ah let me look and see what the minimums are right now could you get the current weather right now for lynchburg tower open or closed

0158:44 LWR and piedmont forty two fifty four the ah tower is open ah would would you like me to box you around a little bit more have you talk to them for a second

0158:52 PDT4254 nah take me in for the i l s to four and did he have a transponder

0158:56 LWR and ah piedmont forty two fifty four affirmative i lost it at about i'd say about two two miles south

0159:03 PDT4254 twenty two south of the airport

0159:05 LWR affirmative

0159:07 PDT4254 oh man alright then how about if you just turn me right on at the um final approach fix for the ah i l s for four can you do that

0159:15 LWR we'll do that right now sir turn right heading of three five zero for piedmont forty two fifty four descend and maintain three thousand

0159:22 PDT4254 maintain three thousand three five zero piedmont forty two fifty four

0159:25 LWR piedmont forty two fifty four five miles from bojar at or above three thousand until established cleared i l s four

0159:32 PDT4254 until established ah at or below um piedmont forty five

fifty four j l s four

0159:40 SWA1681 cessna three nine six three yankee this is ah southwest sixteen eighty one do you copy

0159:52 SWA1681 roanoke approach southwest sixteen eighty one

0159:54 LWR southwest sixteen eighty one roanoke approach

0159:56 SWA1681 yeah center wanted us to look for a ah cessna three nine six three yankee on this frequency and report back to him if we found him

0200:04 LWR and ah yeah they they gave me a heads up no joy i'm assuming

0200:07 SWA1681 sorry thank you

0200:09 LWR thank you sir we appreciate it

0200:10 SWA1681 you got it

0200:59 SBV lynchburg seventy six boston

0201:01 LWR piedmont forty two fifty four um i really really really appreciate your help with um everything tonight and ah tell your passengers we um all appreciate it here um you know ah hopefully ah hopefully the pilot's okay um it's not looking too good but um i'm praying for him um hope you guys do too contact lynchburg tower one two seven point six five again thanks for your help

0201:20 PDT4254 ah it's still too tough you take care piedmont ah forty two fifty four good night sir

0202

0203

0204

0204:46 LYHFCT roanoke lynchburg

0204:49 LWR roanoke

0204:50 LYHFCT yeah what time do you have ah for that plane ah

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0204:54 LWR going in um the last time we reported him was um hold on
a second i'm getting it right now

0204:58 LYHFCT i think it's one forty six or something

0205:12 LWR zero one four six

0205:14 LYHFCT zero one four six okay

0205:15 LWR e p

0205:16 LYHFCT thank you m l

0206

(0207-0210)

0211

End of Transcript