

ERA17FA180

Kansas City Air Route Traffic Control Center Sector 12 Radar Partial Audio Review by NTSB-IIC, UTC Times. All voices from the airplane were male. An * means unintelligible. Tape times 1504 to 1617 UTC¹.

1535:06 – Pilot – Kansas City Center Bonanza one eight zero four echo is with you at fifty five hundred

1535:09 – R12 – and one eight zero four echo Kansas City Roger

1535:24 – Pilot – Kansas City Center Bonanza one eight zero four echo is with you at five thousand five hundred

1535:32 – R12 – and ah one eight zero four echo st. louis altimeter is two niner niner three

1535:36 – Pilot – two niner niner three eighteen oh four echo

1547:24 – R12 – and ah one eight zero four echo contact kansas city center one two seven point seven have a good day

1547:27 – Pilot – one two seven point seven thank you zero four echo

¹ Time displayed is approximate

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Kansas City Air Route Traffic Control Center Sector 54 Radar Partial Audio Review by NTSB-IIC, UTC Times. All voices from the airplane were male. An * means unintelligible. Tape times 1517 to 1648 UTC¹.

1547:44 – Pilot – kansas city center bonanza one eight zero four echo's with ya at five thousand five hundred

1547:49 – R54 – bonanza one eight zero four echo kansas city center maintain vfr and the mount Vernon altimeter's ah two niner niner zero

1547:55 – Pilot – two niner niner zero eighteen oh four echo

1605:31 – R54 – november one eight zero four echo change to my frequency one two seven point four seven

1605:36 – Pilot – one seven two point one seven

1605:40 – R54 – negative one two seven point four seven

1605:43 – Pilot – one two seven point four seven eighteen oh four echo

1606:58 – Pilot – kansas city ah eighteen oh four echo's is with you at five thousand five hundred

1606:03 – R54 – november zero four echo roger the marion altimeter two niner niner zero

1606:08 – Pilot – two niner niner zero eighteen oh four echo

1606:11 – R54 – and zero four echo area of moderate type precipitation 12 o'clock two zero miles area is gonna extend ah at least five five miles on your route of flight

1606:22 – Pilot – did you say five miles

1606:24 – R54 – fifty five miles five five miles

1606:26 – Pilot – ok five five is there any uh any bad stuff you know any ah thunderstorms in there

1606:33 – R54 – i can't show whether or not thunderstorms it just tells me precipitation and it is indicating moderate and heavy

1606:40 – Pilot – ok whats the tops

1606:42 – R54 – i don't have the tops reports zero four echo

1606:46 – Pilot – ok i might want to go up to seventy five hundred

1606:48 – R54 – zero four echo roger maintain vfr altitude your discretion

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1606:52 – Pilot – eighteen oh four echo

1607:50 – R54 – november zero four echo contact memphis center one three three point six five good day

1607:56 – Pilot – one three three point six five

1610:27 – Memphis ARTCC advised R54 controller – ah one eight zero four echo ah I told him a zero eight five heading to go around the north of that weather trying to cut around the east side i am not sure why he is going up to the north do you want to talk to him again

1610:39 – R54 - ah yeah radar contact

1611:12 – Pilot – kansas city center one eight zero four echo's with you going * seventy five hundred

1611:16 – R54 – november one eight zero four echo kansas city center the marion altimeter two niner niner zero maintain vfr and uh if you proceed towards ah pocket city (papa xray victor) that'll keep you in the clear and then you can go on down to your destination from there most likely

1611:31 – Pilot – ok what was that

1611:33 – R54 – papa xray victor is the pocket city vor and that'll get you around the east side of the precipitation that's ah south of you and once you get over towards pocket city you should be able to find some good vfr and get down to ah your destination airport

1611:46 – Pilot – ok very good thank you

1617:31 – R54 – R54 controller contacts Evansville approach and advised the controller that zero four echo just flying towards pocket city and then he's gonna try to get around the weather and go south to his destination

1617:42 – Evansville Approach – ok

1617:44 – R54 – november zero four echo contact Evansville approach one two seven point three five and they can help you ah with the weather if you have any more questions

1617:53 – Pilot – one six seven point three five

1617:56 – R54 – negative negative november zero four echo its ah one two seven point three five

1618:02 – Pilot – one two seven point three five thank you for your help

1618: 04 – R54 - sure

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Evansville Approach Control Partial Audio Review by NTSB-IIC, UTC Times. All voices from the airplane were male. An * means unintelligible. Tape times 1547 to 1711 UTC¹.

1618:35 – Pilot – center you got bonanza one eight zero four echo at seventy five hundred

1618:59 – Evansville – bonanza one eight zero four echo Evansville approach * altimeter two niner eight eight

1619:04 – Pilot – two niner eight eight we're trying to get around this weather by the way

1619:09 – Evansville – bonanza zero four echo roger center let me know about that and ah from what i am showing um looks like you can continue your current course for about twenty to twenty five miles then you should be able to go back toward the south

1619:20 – Pilot – ok very good thank you eighteen oh four echo

1630:38 – Pilot – center eighteen oh four echo question

1630:43 – Evansville – bonanza one eight zero four echo go ahead

1630:45 – Pilot – yeah what does dawson springs look like

1630:50 – Evansville – and ah zero four echo say that again

1630:52 – Pilot – yeah dawson springs ah eight mike seven uh does the weather look a little better right there

1631:02 – Evansville – um zero four echo i am not familiar with dawson springs um but we can look it up and let you know

1631:08 – Pilot – ok i didn't know if the weather was going to continue to be like this or when we turn towards our destination are we going to be clearing out a little bit and uh uh

1631:22 – Evansville – zero four echo i think if you turned south and then uh slowly started tracking back to the south-southwest um it should keep you clear um at least from what i am showing on my scope.

1631:33 – Pilot – ok we will just do that then you let me know when li can start to turn right here

1631:40 – Evansville – and zero four echo for now lets go with a two hundred heading ah so turn right heading two zero zero and then once you get a little bit past what i am showing here i can probably get you on like a two twenty or something to go back to your southwest

1631:51 – Pilot – ok heading of two hundred eighteen oh four echo

1635:54 – Pilot – center you got eighteen oh four echo

¹ Time displayed is approximate

1636:09 – Pilot - center you got eighteen oh four echo

1636:27 – Pilot – eighteen oh four echo to center

1636:28 – Evansville – zero four echo standby

1636:29 – Pilot – alright

1637:00 – Evansville – zero four echo uh sorry about that i was on the phone with the next sector um looks like uh from what they are showing between us and them uh one eighty heading for now and then you'll be with them for a little bit to get south of this line we that are seeing and then uh from there you should be able to get over to muscle shoals

1637:17 – Pilot – ok ah i have a question for you uh how about uh twt uh tango whiskey tango does that look clear uh i might decide to change my plans here for a bit

1637:31 – Evansville - zero four echo unfortunately Sturgis is uh closed until the 29th of the month so I couldn't send you there if i wanted to um i mean i guess since you are vfr you could land there if you wanted to but it would be at your own risk um from what i understand the taxiway there are closed but the runway is not

1637:49 – Pilot – ok well we'll go ahead and uh just head on to one eight zero and see if you can uh take us through that

1637:57 – Evansville – zero four echo roger what i am showing between this and uh the weather map stuff that we have ah it looks like as you get a little further into the next sectors airspace south of there probably 40 miles or so it um looks like its pretty much clearing out and if you decide you need to change your destination um it should uh be pretty clear for you down there

1638:18 – Pilot – yeah we'll probably do that uh once we get clear we'll uh find a destination and then um go from there

1638:27 – Evansville – zero four echo roger uh if you are not fly heading one eight zero uh maintain good vfr altitude your discretion

1638:32 – Pilot – alright one eight, one eight zero four echo one eight zero on the heading

1639:17 – Evansville – zero four echo uh say winds aloft there

1639:27 – Pilot – eighteen oh four echo repeat

1639:30 – Evansville – uh zero four echo uh im showing you on about a one seventy heading I need you to go about ten degrees more to the right ah to keep you in between what i am seeing

1639:39 – Pilot – ok ten more to the right eighteen oh four echo and we're gonna be coming down a little bit here

1639:44 – Evansville – zero four echo roger

1640:00 – Evansville and Fort Campbell Approach communicate/coordinate

1640:25 – Evansville – bonanza zero four echo contact Fort Campbell approach one one eight point one

1640:29 – Pilot – one one eight point one thank you for your help eighteen oh four echo

1640:33 – Evansville – eighteen oh four echo no problem and they kinda they know kinds whats going on with you and um all the weather and stuff so they are pretty informed uh just make sure you let them know exactly what you want and if you do get down there and you see some clear stuff

1640:44 – Pilot – ok very good thank you eighteen oh four echo

1641:51 – Pilot – kansas city this is eighteen oh four echo again

1641:56 – Evansville – bonanza one eight zero four echo Evansville approach

1641:58 – Pilot – yeah I didn't get anybody at ah eighteen four

1642:01 – Evansville – zero four echo it is one one eight point one eighteen dot one

1642:04 – Pilot – ok sorry about that eighteen one

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Fort Campbell Approach Partial Audio Review by NTSB-IIC, UTC Times. All voices from the airplane were male. An * means unintelligible.

1634:52 – Contact with Evansville and Fort Campbell Approach. The Evansville controller established contact with Fort Campbell Approach and discussed the flight of N1804E, squawking 3101, and weather. The Fort Campbell controller indicated that the displayed weather was VIP level 1, the flight was VFR en route to Muscle Shoals, asked if a south or southwest heading would be fine. The Fort Campbell controller advised a southwest heading would be heavier. The Evansville controller indicated he would set him up on a 180 degree heading. The Evansville controller advised the Fort Campbell controller that the flight was VFR, and he was trying to avoid the weather.

1639:19 – Evansville controller established contact with Fort Campbell Approach control and passed on that the pilot may decide to land once in Fort Campbell airspace in an area that was “Clearer for him.”

1641:35 – Pilot “Approach you got Bonanza one eight zero four echo”

1641:39 – Fort Campbell “Bonanza one zero eight four echo Campbell Approach Campbell altimeter two niner eight four”

1641:44 - Pilot “two niner eight four and were ah coming out of five thousand”

1641:50 - Fort Campbell “zero eight four echo uh roger and uh just passing uh Evansville said that you guys might want to land somewhere”

1641:58 - Pilot “yeah uh were gonna hold *** for this weather I guess ah”

1642:05 – Fort Campbell “roger um I guess the full service fbo would be uh in our airspace is uh Outlaw Field in Clarksville”

1642:12 – Pilot “Clarksville Outlaw Field”

1642:14 – Fort Campbell “affirmative yeah”

1642:15 – Pilot “whats an identifier by the way”

1642:17 – Fort Campbell “zero four echo say again”

1642:19 – Pilot “do you have an identifier for them”

1642:21 – Fort Campbell “yes ckv” charley kilo echo or correction charley kilo victor”

1642:27 – pilot “Ok charley kilo victor”

1642:30 – Fort Campbell “affirmative”

1645:11 - Fort Campbell “Bonanza zero four echo uh say intentions”

1645:16 - Pilot "and uh I am not sure yet here um I need to get down a little bit more here to see what we got"

1645:22 – Fort Campbell "roger"

1646:28 – Fort Campbell "and Bonanza zero four echo the current weather at uh Clarksville Outlaw Field uh at uh one six two seven observation uh the winds are zero two zero at niner 8 miles vis ceiling one thousand one hundred"

1646:50 – Pilot "alright we'll see if we can do that"

1646:54 – Fort Campbell Approach controller "and zero four echo say again"

1646:56 – Pilot "yeah we'll see if we can do that"

1646:59 – Fort Campbell Approach "roger"

1648:32 – Pilot "Approach eighteen zero four echo"

1648:35 – Fort Campbell "Bonanza zero four echo proceed"

1648:35 – Pilot, "yeah uh I am looking at my uh weather here, if I don't land here uh it looks like I will be clear here in just a little bit is that correct"

1648:48 – Fort Campbell "zero four echo um lets see I do have the uh weather in Muscle Shoals, uh at one five five three observation uh wind uh two three zero at three visibility ten miles um ceiling's at six thousand down there and then Nashville the ceiling is uh seven thousand so it looks like its much clearer down south"

1649:11 – Pilot "how about if we uh don't land here and uh we go back up to ah oh I don't know thirty five hundred for now and lets get clear of this stuff"

1649:21 – Fort Campbell "zero four echo roger, uh VFR climb approved and uh I'm gonna have to vector you around restricted areas is there a good heading around the weather right now."

1649:30 – Pilot "alright uh go ahead and vector me around now"

1649:34 – Fort Campbell "zero four echo you know is there a better heading southwest or southeast to uh get uh for the weather"

1649:42 – Pilot "uh I'd say southeast"

1649:45 – Fort Campbell "zero four echo roger fly heading of one five zero"

1649:48 – Pilot "one five zero"

1652:20 - Fort Campbell "Bonanza zero four echo Campbell Approach"

1652:30 – Fort Campbell “Bonanza zero four echo Campbell Approach”

1652:53 – Fort Campbell “Bonanza zero four echo Campbell Approach how do you hear me over”

1653:11 - Fort Campbell “Bonanza zero four echo Campbell Approach how do you hear me over”

1653:30 - Fort Campbell “Bonanza zero four echo Campbell Approach how do you hear me over”

1653:44 - Fort Campbell “Bonanza zero four echo Campbell Approach over”

1654:17 – Fort Campbell “Bonanza zero four echo Campbell Approach over”

1654:54 – Fort Campbell “Bonanza zero four echo radar contact lost”