

Birmingham Air Traffic Control Tower (South Radar Position)
NTSB Prepared Partial Transcription of Communications
ERA24FA050

2337:39¹ N4187Q approach saratoga four one eight seven quebec six thousand

2337:44 Controller november four one eight seven quebec birmingham approach birmingham
altimeter three zero two two

2337:50 N4187Q three zero two two eight *² quebec

2342:15 Controller controller alright give

2342:27 Controller controller briefing i'll just hit the recon so i'll keep all the north stuff just brief me on
the south stuff eight seven quebec still on twenty five forty five.

2343:08 N4187Q approach saratoga four one eight seven quebec

2343:22 N4187Q approach saratoga four one eight seven Quebec

2343:33 Controller november eight seven quebec *³

2343:35 N4187Q yes sir I have lost um my rpm on my engine and so um I am declaring an emergency

2343:42 Controller november eight seven quebec roger and say intentions so I've got uh theres ah
albertville airport that's off to your right about twelve miles, birmingham would be twelve o'clock and
about three zero miles say intentions

2343:57 N4187Q it looks like im right over uh northeast alabama

2344:01 Controller yeah that's gadsden but uh six two four their long runway is closed and the short
runway it doesn't have any lights so that not gonna be feasible for us but ah there's another one
oneonta airport which is two zero alpha is twelve o'clock if your still heading in that direction and about
twelve to fifteen miles

2344:23 N4187Q what about ah what about Gadsden north ah northeast alabama

2344:30 Controller and that's the one I just said that's the one that is off your left and they've got no
runway six two four is closed and one eight three six has got work on it as well with no lights

2344:38 N4187Q ok im sorry give me * give me a heading please

2344:41 Controller so we got oneonta airport which is a two six zero heading and eleven miles there's
an albertville airport eight alpha zero I'll give you more information on these whichever one you chose
its off your right side about three o'clock and fourteen miles

¹ All times are expressed as Coordinated Universal Time (UTC). Times represent the best determined. Based on review of certified audio with time channel from 2300 UTC on November 27, 2023 to 0030 UTC, November 28, 2023.

² Indicates unintelligible

³ indicates unintelligible

2344:58 N4187Q I need the closest one im at four thousand feet

2345:01 Controller alright just continue your current heading two six zero is gonna put you straight in into the oneonta airport that identifier is two zero alpha and standby and i'll get more information on runway configuration

2345:15 N4187Q roger that

2345:45 N4187Q approach please uh come back on give me some uh help here

2345:49 Controller november eight seven quebec and uh alright what kind ah what are we looking for so we got six and two four the runway configuration at oneonta and i've now lost you on radar say last current altitude

2346:04 N4187Q altitude is three thousand feet and im a heading of two five three

2346:09 Controller alright two five three and three thousand probably not gonna get you on radar much if you keep going lower but you can stay on this radial for as long as you need two five three lets go five degrees to the right of that that's gonna set you up a little closer toward the center of the airport which is now eleven miles and twelve oclock

2346:30 N4187Q eleven miles twelve oclock I do not see a airport anywhere

2346:33 Controller standby I'm gonna give you the unicom frequency to turn on the pilot controlled lighting standby

2346:42 Controller alright the unicom frequency for oneonta two zero alpha is one two two point eight if you'd like to go over to that frequency and turn on pilot controlled lighting let me know if you get it on or not

2346:58 N4187Q one two two point eight

2347:00 Controller affirmative twenty two point eight

2347:04 N4187Q ok standby

2347:30 N4187Q got no joy

2347:32 Controller alright eight seven quebec roger and ah what do you see out the window there was a major highway highway fifty nine twenty fifty nine that was off to your left before I lost radar do you have that interstate in sight

2347:43 N4187Q I *

2347:45 Controller ok so ok ive got you still good there if you'd like we can try ah albertville like I said though that's about fourteen miles to the north otherwise we'll just keep trucking over top of oneonta and just keep working on the lights and we'll see if we can try to turn them on with our emergency radios

2348:02 N4187Q im getting a terrain warning im at eleven hundred feet still no joy

2349:20 Controller november four one eight seven quebec and were you able to dial in two zero alpha in any kind of gps to navigate better

2349:36 Controller november four one eight seven quebec birmingham approach how do you hear

2351:59 Controller this is birmingham approach looking for november four one eight seven quebec if you hear this transmission let me know and then ah you can attempt one two five point four five this is for four one eight seven quebec and how do you hear

0018:54 Controller controller turnover briefing special ops you don't have any other than the emergency which you already know about they're working that behind you satellite notams gadsden they don't have any runways over there