

This report concerning the accident flight of Cirrus SR22 N917SR on 15-16 February 2019 UTC is based on the Federal Aviation Administration communications recordings and radar data files obtained under the Freedom of Information Act from the following Federal Aviation Administration facilities:

1. Denver ARTCC (communications recordings and radar data)
2. Salt Lake ARTCC (communications recordings and radar data)
3. System Operations Services, ATO, FAA HQ (radar data)

On 15 February 2019, at 2237:21 UTC, N917SR called the Denver ARTC Center sector thirteen radar (13R) controller and reported departing Craig-Moffat airport (KCAG) VFR with a destination of Twin Falls Regional airport (KTWF), requested flight following, and informed the controller he would be deviating to the south of course due to "convection". The 13R controller assigned N917SR transponder code 1460.

At 2238:20 UTC, the Denver ARTC Center radar system first picked up N917SR using transponder code 1460 climbing through 17,300 feet, thirty nautical miles west of KCAG, flying westbound on Victor 101 toward the Vernal VOR.

At 2238:44 UTC, the 13R controller reported N917SR was radar contact 32 miles west of KCAG and provided the Vernal altimeter setting. N917SR acknowledged the altimeter setting.

At 2239:45 UTC, N917SR stopped climbing at 17,500 feet. From 2239:45 to 0020:49 UTC, N917SR flew between 17,800 and 17,400 feet at an average ground speed of 144 knots.

At 2252:15 UTC, the 13R controller instructed N917R to contact the Salt Lake Center. N917SR acknowledged the frequency change.

At 2253:10 UTC, N917SR reported on frequency with the Salt Lake ARTC Center sector 04 radar (R04) controller. The R04 controller provide N917SR the Vernal altimeter setting. N917SR informed the R04 controller that he was flying VFR and could not go any higher to get over the weather and when he got to Salt Lake he would turn to the north.

At 2255:59 UTC, N917SR turned four degrees to the right and flew along the northside of Victor 101.

At 2303:14 UTC, N917SR passed 1.3 nautical miles north of the Vernal VOR at 17,500 feet, heading westbound.

At 2305:19 UTC, N917ST was at 17,500 feet and turned left four degrees.

At 2310:49 UTC, N917ST was at 17,400 feet and turned left seven degrees.

At 2312:43 UTC, the R04 controller asked if N917SR was heading to the Fairfield VORTAC and then on to Twin Falls. N917SR replied "roger that" and that he was staying south of "some convection" to remain VFR and that he would be turning north in about fifty miles.

At 2315:47 UTC, N917ST was at 17,400 feet and turned left four degrees.

At 2322:19 UTC, N917SR reported on frequency with the Salt Lake ARTC Center sector 32 radar (R32) controller. The R32 controller provided N917SR with the Salt Lake altimeter setting.

At 2324:04 UTC, N917ST was at 17,500 feet and turned left nine degrees.

At 2328:02 UTC, N917SR reported he was tracking south of the convection to remain VFR and that he might turn further south to stay out of the weather. The pilot reported he would turn north once passed the weather.

At 2332:08 UTC, N917ST was at 17,500 feet and turned left thirty-five degrees.

At 2340:38 UTC, N917ST was at 17,500 feet and turned right fifteen degrees.

At 2349:07 UTC, N917ST was at 17,600 feet and turned right twenty-nine degrees.

At 2351:43 UTC, the R32 controller suggested that N917SR fly direct to Ely VOR and then direct Twin Falls to remain clear of the weather. N917SR reported they were "going visual" and had not planned to go as far west as Ely but could do that if he had to.

On 16 February 2019, at 0000:31 UTC, N917ST was at 17,600 feet and turned right five degrees.

At 0016:03 UTC, N917ST was at 17,700 feet and turned right eighty-five degrees.

At 0016:36 UTC, N917SR reported he was heading to the north to go underneath "the deck here in about fifty miles". The R32 controller advised N917SR that he would be going over restricted airspace that was ten thousand feet and below and instructed N917SR to remain VFR.

At 0020:49 UTC, N917ST turned left ten degrees and started a descent out of 17,700 feet.

At 0024:18 UTC, N917SR reported on frequency with the Salt Lake ARTC Center sector 40 radar (R40) controller. The R40 controller provide N917SR the Windover altimeter setting.

At 0025:46 UTC, N917SR informed the R40 controller he was aware of the restricted airspace and had been instructed not to descend below ten thousand five hundred feet.

At 0027:27 UTC, N917ST was at 13,600 feet and turned right sixty-four degrees.

At 0028:54 UTC, N917ST was at 12,300 feet and turned right thirty-seven degrees.

At 0030:21 UTC, N917ST was at 10,700 feet and turned left forty-five degrees.

At 0031:44 UTC, the R40 controller informed N917SR that he was going in and out of radar coverage and heading more westbound. N917SR replied, "yeah, I'm trying to stay under the deck here and stay below it uh, right now I'm at ten thousand four hundred but I need to get a little bit lower, if I go further west will I be out of that restricted area?" The R40 controller informed N917SR it was about fifty miles in any direction to clear the restricted area.

At 0033:03 UTC, N917ST stopped descending at 10,000 feet and turned left sixty-five degrees. N917SR descended from 17,700 to 10,000 feet at an average rate of 629 feet per minute and an average ground speed of 191 knots.

The last radar return from the Salt Lake ARTC Center was at 0034:05 UTC at 10,000 feet (5,700 feet AGL), heading southwest, approximately 75 nautical miles northeast of the accident site. At this time N917SR was over the southern portion of the Great Salt Lake Desert. Between this location and the Ely airport (KELY) is mountainous terrain with peaks over 11,000 feet MSL.

At 0034:01 UTC, the R40 controller informed N917SR that Ely airport (KELY) was the closet airport if the pilot wanted to divert. N917SR acknowledged that information.

At 0037:06 UTC, N917SR informed the R40 controller that he was going to go to Ely.

At 0042:44 UTC, the R40 controller informed N917SR that "the weather observation at Ely is showing a ceiling of five thousand and uh, overcast, broken at six thousand five hundred as well". N917SR acknowledged the information and said they would land at Ely.

At 0051:01 UTC, during a shift change at the R40 position the outgoing controller informed the incoming controller that N917SR "reported at ten four uh, kinda waiting to see if you see him on radar uh, he seems like he's not freaking out or anything though so nothing too bad going on there".

The R40 controller was unable to contact N917SR at 0051:39 and 0051:45 UTC. At 0051:58 UTC, the R40 requested that Sky West flight 3574 tell N917SR he is "outside my radar cov, er, radio coverage, squawk V F R, frequency change approved". At 0052:39 UTC, Sky West flight 3574 reported N917SR "is squawking V F R and they're headed to Ely and they copied all".

There were no further recorded communications concerning N917SR.

TRANSCRIPT

Cirrus SR22 N917SR

15 & 16 February 2019 UTC

2237 to 0052 UTC

Legend:

N917SR	Cirrus SR22, November 917 Sierra Romeo
13R	Lakeside Sector 13 radar position, Denver ARTCC
R04	Sector 04 radar position, Salt Lake ARTCC
R32	Sector 32 radar position, Salt Lake ARTCC
R40	Sector 40 radar position, Salt Lake ARTCC
R40pb	position briefer, Sector 40 radar position, Salt Lake ARTCC
R40new	new controller, Sector 40 radar position, Salt Lake ARTCC
SKW3574	Sky West flight 3574

TIME & IDENT	COMMUNICATION
2237:21 N917SR	DENVER CENTER, CIRRUS NINER ONE SEVEN SIERRA ROMEO ON TWO ZERO FOUR SEVEN
2237:30 13R	CIRRUS CALLING DENVER CENTER, GO AHEAD
2237:32 N917SR	ROGER, THAT'S CIRRUS NINER ONE SEVEN SIERRA ROMEO, WE JUST LIFTED OFF FROM CRAIG, CHARLIE ALPHA GOLF, DIRECT V F R ENROUTE TO TANGO WHISKEY FOXTROT ALTHOUGH IT LOOKS LIKE I'M GONNA HAVE TO GO QUITE A WAYS SOUTH OF DIRECT BE, BECAUSE OF CONVECTION UH, REQUEST FLIGHT FOLLOWING
2237:57 13R	NOVEMBER NINER ONE SEVEN SIERRA ROMEO SQUAWK ONE FOUR SIX ZERO
2238:02 N917SR	FOURTEEN SIXTY, THANK YOU, SEVEN SIERRA ROMEO
2238:44 13R	NOVEMBER NINER ONE SEVEN SIERRA ROMEO RADAR CONTACT THIRTY-TWO MILES WEST OF THE CRAIG AIRPORT, THE VERNAL ALTIMETER TWO NINER SEVEN SIX
2238:52 N917SR	TWO NINER SEVEN SIX, THANK YOU, SEVEN SIERRA ROMEO
2252:17 13R	NOVEMBER NINER ONE SEVEN SIERRA ROMEO CONTACT SALT LAKE CENTER ONE ONE NINER POINT NINER FIVE
2252:23 N917SR	ONE NINER NINER FIVE, THANK YOU, SEVEN SIERRA ROMEO

TIME & IDENT	COMMUNICATION
2253:10 N917SR	CENTER, CIRRUS SEVEN SIERRA ROMEO ON ONE NINE NINE FIVE
2253:16 R04	CIRRUS NINER ONE SEVEN SIERRA ROMEO, SALT LAKE CENTER, WELCOME, VERNAL ALTIMETER TWO NINER SEVEN SIX
2253:21 N917SR	TWO NINER SEVEN SIX AND (unintelligible) THEY'RE NOT REALLY BUILDUPS BUT ITS HIGHER THAN WE CARE TO GO, STAY UH, V F R AND WHEN WE CA, WHEN WE GET TO SALT LAKE, WE WILL WANT TO BE TURNING BACK NORTH TO TWIN FALLS
2253:54 R04	NOVEMBER NINER ONE SEVEN SIERRA ROMEO, ROGER, JUST CONFIRM UH, YOU'LL BE HEADING OVER THE VERNAL V O R AREA AND THEN DIRECT TOWARDS SALT LAKE THEN ON TO TWIN FALLS
2254:02 N917SR	ROGER, THAT IS CORRECT, SEVEN SIERRA ROMEO
2254:05 R04	OKAY, THANK YOU SIR
2312:34 R04	FOR NINER ONE SEVEN SIERRA ROMEO UH, YOU PLAN ON HEADING DOWN TO FAIRFIELD V O R INSTEAD?
2312:41 N917SR	SEVEN SIERRA ROMEO, GO AHEAD

TIME &
IDENT

COMMUNICATION

2312:43

R04

AND NOVEMBER SEVEN SIERRA ROMEO, I'M JUST TRYING TO PUT IN YOUR FLIGHT PLAN OR, KINDA TO BE ABLE TO FOLLOW YOU ALONG YOUR ROUTE WITH THE COMPUTER, IT KINDA LOOKS LIKE YOU'RE HEADING DOWN TO THE FAIRFIELD V O R, IS THAT CORRECT AND THEN ON TO TWIN FALLS?

2312:57

N917SR

ROGER THAT, I'M STATING SOUTH OF SOME CONVECTION THAT WOULD TAKE ME OUT OF V F R, I'D HAVE TO BREAK TWENTY THOUSAND TO GET ABOVE IT

2313:06

R04

OKAY, SO YOU'RE JUST (unintelligible)

2313:10

N917SR

THAT'S RIGHT, I'M UH, STAYING SOUTH, I'M STAYING ON MY DIRECT HEADING FOR ANOTHER FIFTY MILES THEN HOPEFULLY TURN BACK NORTH

2313:19

R04

OKAY, SOUNDS GOOD, THANK YOU

2321:42

R04

NOVEMBER NINER ONE SEVEN SIERRA ROMEO CONTACT SALT LAKE CENTER ONE THREE THREE POINT NINER

2321:48

N917SR

THREE THREE NINER, THANK YOU, SEVEN SIERRA ROMEO

2322:19

N917SR

SALT LAKE CENTER, CIRRUS SEVEN SIERRA ROMEO ON THREE THREE NINER

2322:23

R32

NOVEMBER UH, NINE ONE SEVEN SIERRA ROMEO, SALT LAKE CENTER, ROGER, THE UH, SALT LAKE CITY ALTIMETER TWO NINER SIX FIVE

TIME & IDENT	COMMUNICATION
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2322:33
N917SR TWO NINER SIX FIVE, THANK YOU, SEVEN SIERRA ROMEO

2327:49
R32 AND NOVEMBER UH, NINE ONE SEVEN SIERRA ROMEO UH,
JUST FOR MY PLANNING PURPOSES CAUSE YOU'RE RIGHT
IN THE ARRIVAL CORRIDOR A LITTLE BIT THERE UH, ARE
YOU JUST TRYING TO TRACK SOUTH OF THAT WEATHER
BEFORE GOING BACK NORTH TO TWIN FALLS?

2328:02
N917SR ROGER THAT, I AM TRACKING SOUTH OF THE CONVECTION
HERE REMAINING V F R, I JUST CAN'T GO ANY HIGHER AND
IT'S BUILDING UP TO MY NORTH AND I MIGHT HAVE TO
VEER JUST A LITTLE FURTHER SOUTH YET TO CLEAR IT

2328:16
R32 AND NOVEMBER SEVEN SIERRA ROMEO, ROGER, YEAH JUST
UH, YEAH, I JUST WONDERED FOR MY PLANNING
PURPOSES, THANK YOU

2328:22
N917SR ONCE I'M PASSED IT, I'LL NOTIFY YOU BEFORE I TURN BACK
NORTH

2328:26
R32 THAT'S UP TO YOU ROMEO ROGER

2342:09
R32 NINER ONE SEVEN SIERRA ROMEO UH, WHAT WAS YOUR
DESTINATION TODAY?

2342:13
N917SR SEVEN SIERRA ROMEO GO AHEAD

2342:16
R32 SEVEN SIERRA ROMEO, SAY THE DESTINATION

TIME & IDENT	COMMUNICATION
2342:20 N917SR	SEVEN SIERRA ROMEO, I'VE HAD TO VEER SOUTH OF CONVECTION HERE BEFORE I CAN TURN BACK NORTH
2342:26 R32	ROGER
2351:33 R32	NOVEMBER NINER ONE SEVEN SIERRA ROMEO, I HAVE A ROUTING RECOMMENDATION IF YOU'D LIKE IT
2351:41 N917SR	SEVEN SIERRA ROMEO, SAY AGAIN PLEASE
2351:43 R32	NOVEMBER UH, NINER ONE SEVEN SIERRA ROMEO UH, IF YOU'RE LOOKING TO GO AROUND THE I F R UH, THERE, THE CONVECTIVE ACTIVITY, I'D SUGGEST UH, DIRECT ELY AND THEN DIRECT TWIN FALLS, THAT'S ECHO LIMA YANKEE, E L Y, DIRECT TWIN FALLS, THAT SHOULD KEEP YOU CLEAR, OBVIOUSLY YOU CAN UH, DEVIATE FROM THAT BUT UH, IT MIGHT HELP YOU JUST NAVIGATE AROUND
2352:04 N917SR	ROGER UH, RIGHT NOW WE'RE GOING VISUAL UH, I HADN'T, I HADN'T PLANNED TO GO AS FAR WEST AS ELY BUT UH, IF THAT'S WHAT I HAVE TO DO, I CAN
0015:53 N917SR	SALT LAKE CENTER, CIRBUS SEVEN SIERRA ROMEO
0016:28 N917SR	SALT LAKE CENTER, SEVEN SIERRA ROMEO
0016:33 R32	NOVEMBER UH, ONE SEVEN SIERRA ROMEO, GO

TIME & IDENT	COMMUNICATION
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0016:36
N917SR ROGER, I'M GONNA HEAD, TURN BACK TO THE NORTH
HERE, WE MIGHT HAVE TO GO UNDERNEATH THE DECK
HERE IN ABOUT FIFTY MILES, RIGHT NOW WE'RE IN CLEAR
BUT UH, IT'S JUST TOO HIGH A BUILDUP OFF TO THE WEST
TO CLEAR IT, REMAIN V F R

0016:52
R32 NOVEMBER NINER ONE SEVEN SIERRA ROMEO, ROGER, YOU
WILL BE GOING OVER SOME UH, RESTRICTED AIRSPACE, IT
IS ONE ZERO THOUSAND AND BELOW, SO MAINTAIN V F R

*The R32 position recording ended at 0017:00 UTC in mid conversation
between the R32 controller and N917SR*

0024:14
R40 NOVEMBER NINER ONE SEVEN SIERRA ROMEO, SALT LAKE
CENTER, ARE YOU WITH ME?

0024:18
N917SR SEVEN SIERRA ROMEO, GO AHEAD

0024:21
R40 NOVEMBER SEVEN SIERRA ROMEO, I JUST UH, DON'T
REMEMBER YOUR CHECK ON, THE WINDOVER ALTIMETER
TWO NINER SEVEN THREE

0024:27
N917SR TWO NINER SEVEN THREE, THANK YOU, SEVEN SIERRA
ROMEO

0025:35
R40 NOVEMBER NINER ONE SEVEN SIERRA ROMEO UH, JUST
WANTED TO MAKE SURE YOU'RE AWARE, THERE IS A
RESTRICTED AIRSPACE BELOW YOU UH, ONE ZERO
THOUSAND, JUST NOTICED YOU'VE BEEN DESCENDING A
LITTLE BIT

0025:46
N917SR ROGER THAT, I WAS INFORMED NOT TO UH, NOT TO
DESCEND BELOW ONE ZERO FIVE HUNDRED

TIME & IDENT	COMMUNICATION
0025:53 R40	THAT'S AFFIRMATIVE, THANK YOU
0031:44 R40	NOVEMBER SEVEN SIERRA ROMEO, I'VE HAD YOU KINDA IN AND OUT OF UH, RADAR COVERAGE, NOTICED YOU WERE GETTING PRETTY LOW AND THEN ALSO HEADING UH, MORE WESTBOUND, DO YOU NEED ANY ASSISTANCE OR ARE YOU JUST GOING AROUND CLOUDS THERE?
0031:55 N917SR	YEAH, I'M TRYING TO STAY UNDER THE DECK HERE AND STAY BELOW IT UH, RIGHT NOW I'M AT TEN THOUSAND FOUR HUNDRED BUT I NEED TO GET A LITTLE BIT LOWER, IF I GO FURTHER WEST WILL I BE OUT OF THAT RESTRICTED AREA?
0032:09 R40	NOVEMBER SEVEN SIERRA ROMEO UH, NEGATIVE, IT ACTUALLY, YOU'RE KINDA RIGHT IN THE MIDDLE OF IT, IT'S ABOUT UH, FIFTY MILES UH, ALL DIRECTIONS AROUND YOU UH, I CAN CALL THE CONTROLLING AGENCY TO SEE IF THEY'RE THERE UH, SEE WHAT I CAN DO FOR YOU
0032:25 N917SR	THANK YOU, SEVEN SIERRA ROMEO
0032:29 R40	CLOVER, SALT LAKE FORTY ON THE ONE
0034:01 R40	NOVEMBER SEVEN SIERRA ROMEO, THE UH, CONTROLLING AGENCY IS NOT THERE UH, FOR THEIR RESTRICTED AIRSPACE AND I STILL DON'T HAVE YOU ON RADAR UH, I'LL KEEP AN EYE OUT FOR YA UH, I DON'T KNOW WHAT TO DO UH, ELY AIRPORT'S PROBABLY THE CLOSEST OPTION IF UH, YOU THINK YOU WANNA DIVERT, IT'S AT YOUR UH, PROBABLY TWO THREE ZERO HEADING AND SEVENTY-FIVE MILES

TIME & IDENT	COMMUNICATION
0034:28 N917SR	SEVEN SIERRA ROMEO, ROGER
0035:11 N917SR	CENTER, SEVEN SIERRA ROMEO
0035:14 R40	AND I'M SORRY, I MISSED THAT LAST CALL, SAY AGAIN
0037:00 N917SR	CENTER, SEVEN SIERRA ROMEO
0037:03 R40	NOVEMBER NINER ONE SEVEN SIERRA ROMEO, GO AHEAD
0037:06 N917SR	ROGER, UH, I BELIEVE WE'RE GONNA GO AHEAD AND TURN SOUTH UH, TURN SOUTHWEST, GO TO ELY
0037:14 R40	NOVEMBER SEVEN SIERRA ROMEO, ROGER, I'LL SHOW ELY AS UH, YOUR NEW DESTINATION, I'LL KEEP LOOKING FOR YOU ON UH, ON UH, THE RADAR
0042:44 R40	AND NOVEMBER SEVEN SIERRA ROMEO UH, SOME INFORMATION FOR YA, THE PRECIPITATION IS UH, WHAT I SHOW ON MY RADAR AND I HAVE MORE OF THAT UH, TO THE NORTH NORTHEAST OF YOU UH, BUT THE WEATHER OBSERVATION AT ELY IS SHOWING A CEILING OF FIVE THOUSAND AND UH, OVERCAST, BROKEN AT SIX THOUSAND FIVE HUNDRED AS WELL
0043:03 N917SR	ROGER THAT, THANK YOU, SEVEN SIERRA ROMEO, WE ARE HEADING TO ELY, GONNA PUT DOWN THERE

TIME & IDENT	COMMUNICATION
0043:09 R40	NOVEMBER SEVEN SIERRA ROMEO, ROGER AND UH, YEAH, I'LL KEEP WATCHING FOR YOU, I'LL LET YOU KNOW IF I GET YOU BACK ON RADAR
0043:17 N917SR	SAY AGAIN PLEASE, I DIDN'T COPY THAT
0043:20 R40	AND NOVEMBER SEVEN SIERRA ROMEO, JUST LETTING YOU KNOW I'LL UH, STILLING LOOKING TO GET YOU ON RADAR THERE AND UH, THE ELY ALTIMETER TWO NINER SIX SEVEN
0043:28 N917SR	TWO NINER SIX SEVEN, THANKS
0050:36 R40pb	KAY, SO I THINK YOU KINDA KNEW ABOUT THIS GUY 'CAUSE YOU WERE SITTING ON FORTY-ONE THERE
0050:39 R40new	YEP
0050:40 R40pb	UH, HE IS STILL HERE, I MEAN, IT'S KINDA GETTING CLOSE, HE SAYS HE'S GOING TOWARDS ELY NOW CAUSE HE DOESN'T WANNA GO UP TA TWIN UH, HE KNOWS HE'S RADAR CONTACT LOST, YOU CAN TERMINATE HIM IF YOU WANNA, JUST KINDA KEEP HIM ON RADIOS
0050:52 R40new	YEAH, I'M GONNA HAVE TO WITH THAT TERRAIN OUT THERE
0050:53 R40pb	MAYBE GIVE HIM, MAYBE GIVE HIM UH, THIRTY-THREE UH, FORTY-FIVE IF YOU, OR THEIR FREQUENCY JUST SO HE HAS SOMEBODY TO TALK TO

TIME & IDENT	COMMUNICATION
0051:01 R40new	KAY
0051:01 R41pb	UH, BUT HE'S REPORTED AT TEN FOUR UH, KINDA WAITING TO SEE IF YOU SEE HIM ON RADAR UH, HE SEEMS LIKE HE'S NOT FREAKING OUT OR ANYTHING THOUGH SO NOTHING TOO BAD GOING ON THERE UH, THAT'S ABOUT IT, QUESTIONS?
0051:14 R40new	NOPE
0051:39 R40	NOVEMBER NINER ONE SEVEN SIERRA ROME, CENTER
0051:45 R40	NOVEMBER NINER ONE SEVEN SIERRA ROME, CENTER
0051:53 R40	SKYWEST THIRTY-FIVE SEVENTY-FOUR, REQUEST
0051:55 SKW3574	YEAH, GO AHEAD, SKYWEST THIRTY-FIVE SEVENTY-FOUR
0051:58 R40	SKYWEST THIRTY-FIVE SEVENTY-FOUR CAN YOU BROADCAST FOR CIRRUS NOVEMBER NINER ONE SEVEN SIERRA ROMEO, AGAIN NOVEMBER NINER ONE SEVEN SIERRA ROMEO, IF YOU GET AHOLD OF THAT CIRRUS UH, TELL THEM THEY'RE OUTSIDE MY RADAR COV, ER, RADIO COVERAGE, SQUAWK V F R, FREQUENCY CHANGE APPROVED
0052:13 SKW3574	YEAH, I'LL TRY AND GIVE THEM A CALL
0052:15 SKW3474	CIRRUS NINE ONE SEVEN SIERRA ROMEO, THIS IS SKY WEST THREE FIVE SEVEN FOUR

TIME & IDENT	COMMUNICATION
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0052:23

SKW3574 YEAH, YOU'RE OUTSIDE OF UH, SALT LAKE CENTER'S
RADAR COVERAGE, SQUAWK V F R AND YOUR FREQUENCY
CHANGE IS APPROVED FOR UH, SKYWEST NINE ONE SEVEN
SIERRA ROMEO

0052:39

SKW3574 WE'LL LET THEM KNOW, AND CENTER SKYWEST UH,
THIRTY-FIVE SEVENTY-FOUR, NINE ONE SEVEN SIERRA
ROMEO IS SQUAWKING V F R AND THEY'RE HEADED TO ELY
AND THEY COPIED ALL

0052:48

R40 SKYWEST THIRTY-FIVE SEVENTY-FOUR, ROGER, THANK YOU
VERY MUCH

0052:50

SKW3574 NO WORRIES, ANY TIME

(end of transcript)