

Subject: Tape Transcript for N4975S

Recording Facility: Dover AFB Radar Approach Control

Abbreviations: Tower – TWR  
 Approach Control - ACAD  
 Approach Briefing Line – AC/BF  
 Philadelphia – PHL  
 Philadelphia Dupont sector – DQO  
 Cape Charles – CCV  
 Patuxent – PXT  
 Reach968 – RCH968  
 Dover Base Ops – OPS  
 Clearance Delivery – CD  
 N4975S – 75S  
 N30WR – 0WR  
 Connie 426 – CKS426  
 N80WR – 80E

Positions Recorded: Approach Control, Clearance Delivery

Date and Time Covered: 14 January 2013, 21:40:37z to 23:50:02z

Source of Time Entries: Dover Digital Audio Legal Recorder

<u>TIME:</u>	<u>ID:</u>	<u>MESSAGE:</u>
21:40:37	75S	And Dover approach aero 4975S with you eight thousand.
21:40:44	ACAD	N4975S Dover approach, Dover altimeter 3006.
21:40:49	75S	Thirty Oh Six 75S.
21:40:57	75S	Uh Dover umm 75S.
21:41:00	ACAD	N75S go ahead.
21:41:03	75S	Uh I would like to use uh the GPS 35 at Summit please.
21:41:09	ACAD	N75S roger, expect as requested.

21:41:51 ACAD N75S say fix request off requesting the approach  
from.

21:41:58 75S uh wends.

21:42:01 ACAD N75S roger.

21:43:13 ACAD N75S descend and maintain three thousand.

21:43:19 75S Down to three for 75S.

21:44:42 ACAD Dupont, Dover seventy five line appreq.

21:46:12 ACAD Dupont, Dover seventy five line appreq.

21:46:20 DQO Dupont.

21:46:22 ACAD Request direct wends for N4975S, requesting the GPS  
35 into Summit.

21:46:29 DQO Where did you say he wants to go direct to?

21:46:31 ACAD Wends, he's requesting.

21:46:32 DQO Oh yea that's approved.

21:46:33 ACAD \*\*\*

21:46:33 DQO just let him know that a guy went missed outta there  
and couldn't get into Wilmington either and is now  
diverting out of our airspace.

21:46:40 ACAD Copy.

21:46:40 DQO weathers that bad.

21:46:41 ACAD copy D E.

21:46:42 DQO alright \*\*\*

21:46:45 ACAD N75S Philadelphia approach just informed me that a guy went missed approach out of Summit and was unable to land Wilmington had divert, had to divert out of Philadelphia's airspace.

21:46:58 75S Umm ok uh he did not land Summit huh?

21:47:02 ACAD N75S affirmative sir he's, he was unable to land Wilmington as well.

21:47:11 75S alright I guess I'm going to have to divert umm let's look for an airport that I can divert into. Do you want me to still come down to uh three thousand?

21:47:20 ACAD N75S maintain five thousand.

21:47:22 75S Five thousand 75S.

21:47:25 ACAD N75S advise when you come with another airport.

21:47:30 75S Alright I'll look 75S.

21:47:36 ACAD N75S your cleared direct dupont.

21:47:39 75S Direct dupont 75S.

21:47:55 AC/BF D E briefing in approach. Runway ones in use, IFR, everything's current on the IDS5, traffic N75S he originally was going to Summit requesting GPS 35. Called Philly they informed us that umm that nobody was uh able land Summit or umm Wilmington. So he's trying to come up with another airport. He's currently direct dupont five

thousand.

21:46:15	AC/BF	Okay.
21:46:16	AC/BF	I told to him to advise whenever he comes up somebody, somewhere but if he doesn't let Philly know.
21:46:20	AC/BF	No questions R D.
21:48:21	AC/BF	D E.
21:48:52	75S	uh Dover 75S.
21:48:57	ACAD	N75S go ahead.
21:48:59	75S	sir what's the weather at uh, at uh Salisbury.
21:49:08	ACAD	Salisbury uh one five correction, Salisbury two one two nine zulu observation. Has uh ceiling four hundred foot overcast and eight mile visibility.
21:49:21	75S	uh I wanna try Salisbury.
21:49:23	ACAD	N75S cleared via right turn direct maintain five thousand.
21:49:30	75S	uh maintain uh five thousand and a right turn direct Salisbury.
21:49:37	75S	Uh Salisbury's letters are?
21:49:39	ACAD	Sierra Bravo Yankee and read back correct
21:49:41	75S	Sierra Bravo Yankee.

21:52:33 UKN go ahead.

21:54:15 CKS426 Dover approach Connie four two six heavy, we're with  
you out of eleven three for eight thousand.

21:54:24 ACAD CKS426 heavy Dover approach, Dover altimeter 3005  
report information sierra expect an ILS runway  
one approach.

21:54:36 CKS426 uh roger 3005 uh confirm ILS runway one.

21:54:41 ACAD CKS426 heavy affirmative and report information  
sierra when able.

21:54:46 CKS426 and we have Connie uh four two six.

21:54:49 ACAD CKS426 heavy descend and maintain two thousand.

21:54:54 CKS426 descend maintain two thousand.

21:56:22 PHL dover 75.

21:56:27 ACAD Dover approach.

21:56:27 PHL that 75S appears to be going the wrong way for  
Summit.

21:56:30 ACAD uh yea 75S changed his destination to Salisbury. You  
shoulda got a an updated strip but yea he he's not  
coming anymore.

21:56:36 PHL I'm sure that the data across the room got the updated  
strip but I didn't. So he's not coming to me.

21:56:40 ACAD yea negative.

21:56:42 PHL alright thanks.

21:56:42 ACAD R D.

21:57:35 ACAD CKS426 heavy 8 miles from final approach fix  
maintain at or above two thousand till established  
on the localizer cleared ILS runway one approach.

21:57:46 CKS426 that's uh runway one approach CKS426.

21:58:08 ACAD attention all aircraft Dover information tango now  
current.

21:58:20 ACAD Tower approach shout inbound.

21:58:27 TWR Tower.

21:58:28 ACAD one five miles south CKS426 heavy, heavy Boeing  
747 ILS full stop.

21:58:33 TWR Tango Yankee.

21:58:34 ACAD R D.

21:59:05 ACAD CKS426 heavy contact dover tower 126.35.

21:59:12 CKS426 126.35 so long.

21:59:20 CKS426 Dover tower connie four doh sorry hang on.

21:59:24 ACAD CKS426 can you uh re, pass along PIREP to tower  
when you're on frequency when able, base and  
tops reports?

22:00:15 ACAD N75S descend and maintain four thousand.

22:00:27 ACAD N75S descend and maintain four thousand.

22:00:33 75S down to four thousand for 75S, thank you.

22:01:41 ACAD Patuxent, Dover ninety two line hand off.

22:01:51 PXT go ahead.

22:01:52 ACAD one two miles north of ezizi code seven three three  
four.

22:01:56 PXT Okay.

22:01:56 ACAD that's N4975S P A.

22:02:00 PXT 4975S.

22:02:01 ACAD affirmative, that's a PA-28.

22:02:04 PXT Okay.

22:02:04 ACAD that's uh IFR landing Salisbury four thousand.

22:02:08 PXT IFR landing landing Salisbury.

22:02:09 ACAD Affirmative.

22:02:10 PXT Ohhkay he's a PA-28 right?

22:02:12 ACAD Affirmative.

22:02:13 PXT yep he's radar C S.

22:02:14 ACAD R D.

22:03:19 ACAD N75S contact Patuxent approach 127.95.

22:03:26 75S that's patuxent 127.95?

22:03:29 ACAD Affirmative.

22:03:33 80E approach baron five eight zero echo with you seven  
thousand.

22:03:36 ACAD Baron 580E dover approach, dover altimeter three  
zero zero six correction zero five.

22:03:42 80E Oh five eighty echo.

22:05:18 ACAD Approach.

22:05:20 TWR I have PIREP for you.

22:05:22 ACAD go ahead.

22:05:22 TWR alright, uh 22:03 zulu heavy uh Boeing 747 arriving  
runway one reported bases at three hundred twenty  
feet.

22:05:31 ACAD and 20 feet.

22:05:32 TWR mhmm yep.

22:05:34 ACAD that's uh visibility is 20 feet?

22:05:36 TWR uhmm he didn't say anything about any visibility.

22:05:39 ACAD so uh.

22:05:40 TWR he just said the, he called the bases three hundred three  
hundred and twenty.

22:05:43 ACAD three hundred and twenty feet. Ok I gotcha R D.

22:05:45 TWR \*\*\*

22:07:24 ACAD N80E turn left cleared direct dupont to join victor  
twenty nine.

22:07:32 80E Direct dupont to join victor twenty nine thanks 80E.

22:53:33 PXT Dover, Pax four ninety two line.

22:53:37 DOV Dover.

22:53:38 PXT Hey what's the weather showing at Georgetown?

22:53:43 DOV Uh Showing the ceiling at seven hundred overcast.

22:53:49 PXT Alright thank you much.

22:53:51 DOV Yep.

22:55:32 PXT Dover, Patuxent four ninety two line manual handoff  
unable arts.

22:55:37 DOV Whatcha got?

22:55:38 PXT The guy you gave me 4975S.

22:55:42 DOV Yeah?

22:55:43 PXT He's coming back and gunna try Georgetown, he  
couldn't get into Salisbury.

22:55:46 DOV Okay.

22:55:46 PXT Yeah, we're four hundred overcast there and seven  
hundred seemed a lot better to him.

22:55:51 DOV Alright 75S radar contact three east of Salisbury at  
two.

22:55:54 PXT Alright coming to you.

22:55:56 ??? \*\*\*

22:56:16 75S Dover approach aero 4975S.

22:56:21 ACAD Aero 4975S Dover approach, Dover altimeter is uh.  
3005 say approach requesting into Georgetown?

22:56:27 75S I'm checking on the weather and I'll let ya know.

22:57:22 75S And Dover why don't we try the RNAV to two two  
please.

22:57:31 ACAD N75S roger cleared direct boise.

22:58:06 PXT Dover, Pax ninety two .

22:58:08 DOV What's up?

22:58:09 PXT Patuxent is closing up for the night.

22:58:10 DOV Alright, good night BU.

22:58:11 PXT You too \*\*\* S

22:58:52 ACAD Dover information uniform is now current.

23:00:33 ACAD N75S cross boise at two thousand cleared GPS runway  
22 approach, one turn in holding approved.

23:01:01 75S Crossing at two thousand turns approved and uh I'll let  
you know when I'm established.

23:01:21 ACAD And 75S I got the Georgetown 22:54 Zulu observation  
wind is estimated at 180 @ 7, five miles of  
visibility with mist, ceiling is overcast at three  
hundred feet.

23:01:34 75S Thank you sir 75S.

23:01:38 ACAD No prob.

23:09:10 ACAD N75S say intentions.

23:09:13 75S Doin' my procedure turn right now uh coming to  
boise.

23:16:02 75S Dover, 4975S is established on the uh approach.

23:16:08 ACAD N75S roger, report cancellation of IFR this frequency

23:16:13 75S Will do 75S.

23:18:44 CCV Dover, Cape Charles 51 point out.

23:18:47 DOV Dover go ahead.

23:18:48 CCV Bout eight miles north of Salisbury, code 3651  
climbing north bound.

23:18:53 DOV 3651 point out approved.

23:18:54 CCV Thanks \*\*\*.

23:18:54 DOV DE.

23:21:38 RCH968 Approach good evening, Reach968 is uh level eight  
thousand information uniform.

23:21:43 ACAD Reach968 heavy, Dover approach, Dover altimeter  
3003 expect ILS runway 1.

23:21:49 RCH968 3003 expect ILS for 1 Reach968.

23:21:53 ACAD Atlantic City, Dover 14 line point out .

23:21:56 RCH968 036.

23:21:59 ACY Reach968 heavy is point out approved.

23:22:01 ACAD DE.

23:22:01 ACY \*\*\*

23:22:03 ACAD Reach968 heavy descend and maintain three thousand.

23:22:06 RCH968 K three thousand Reach968.

23:23:49 ACAD N75S verify cancelling IFR

23:24:11 ACAD Reach968 heavy, turn left heading two two zero  
vectors to ILS runway 1 final approach course.

23:24:16 RCH968 Turn two two zero Reach968.

23:26:20 75S Dover I gotta go around again it's 75S.

23:26:23 ACAD N75S roger.

23:26:27 ACAD N75S Ident.

23:26:36 ACAD N75S radar contact one mile south Georgetown airport  
say approach requesting.

23:26:42 75S I'm gunna try that again please.

23:26:45 ACAD N75S roger climb maintain three thousand.

23:26:50 75S I'm running pretty low, how bout two. Will that be  
okay?

23:26:53 ACAD N75S climb maintain two thousand leaving one  
thousand seven hundred turn left cleared direct  
boise.

23:27:28 ACAD N75S advise if your gunna need an alternate airport to  
land.

23:27:33 75S Well do you have anything that is easier than this?

23:27:40 ACAD N75S standby.

23:27:59 ACAD N75S you can try 33N sir.

23:28:03 75S What's 33N ma'am?

23:28:05 ACAD N75S 33N is located about five miles northwest of  
Dover airport.

23:28:14 75S And uh is the uh weather better there?

23:28:17 ACAD N75S they go off our weather which is currently 10  
mile visibility ceiling of five hundred feet  
overcast, little bit better than Georgetown.

23:28:25 75S Alright uh 33N, thank you.

23:28:35 ACAD N75S turn left heading 320 vectors to 33N.

23:29:10 ACAD N75S copy?

23:29:12 75S uh umm I'm going direct 33N now 75S.

23:29:20 ACAD Reach968 heavy turn right heading 280.

23:29:26 RCH968 Okay right turn 280 Reach968.

23:29:30 ACAD Tower approach shout line inbound.

23:29:33 TWR Yeah?

23:29:34 ACAD 13 miles south of the field Reach968 heavy, heavy C-5, ILS runway 1 full stop.

23:29:39 TWR \*\*\*.

23:29:39 ACAD DE.

23:29:41 ACAD N75S cleared direct Smyrna for the VOR 27 to 33N.

23:29:49 75S Alright direct Smyrna 75S.

23:30:18 ACAD Reach968 heavy five miles south of the final approach fix turn right heading three four five maintain at or above two thousand until established on the localizer cleared ILS runway 1 approach.

23:30:28 RCH968 Right turn 345 maintain two thousand until established cleared the ILS runway 1 approach for Reach968 heavy.

23:30:54 75S Ma'am I don't suppose there is any chance I can uh land at Dover?

23:30:59 ACAD N75S negative sir unless it's an emergency, there is no

way you can land here

23:31:07 75S Okay 75S.

23:31:12 ACAD Reach968 heavy turn right 10 degrees \*\*\* still cleared  
for the approach.

23:31:26 ACAD Reach968 heavy report established.

23:31:30 RCH968 Uh Reach968 is established.

23:31:32 ACAD Reach968 heavy contact Dover tower 126.34.

23:31:35 RCH968 Switching to tower Reach968 good night.

23:32:02 75S Ma'am what's the weather at uh Dover?

23:32:06 ACAD N75S Dover wind 090 three, visibility ten miles,  
ceiling five hundred foot overcast, dew point 08,  
temperature 08, altimeter 3003.

23:32:19 75S What were the winds ma'am?

23:32:21 ACAD N75S the wind 340 at two, runway 19 Dover.

23:32:27 75S Thank you 75S.

23:32:48 ACAD N75S say equipment suffix.

23:32:57 75S Can you repeat that please?

23:32:59 ACAD N75S say equipment suffix.

23:33:02 75S G.

23:33:04 ACAD Roger.

23:33:11 ACAD Tower approach shout line transition

23:33:13 TWR Go ahead ma'am.

23:33:14 ACAD One five miles south of the field N4975S, PA-28 two

thousand feet north bound.

23:33:21 TWR Uh your northbound transition is approved Sierra  
Bravo.

23:33:22 ACAD DE.

23:34:56 75S I guess I need to be up at three thousand to do uh uh  
Sophy uh 75S?

23:35:01 ACAD N75S you can go direct Smyrna and do it at two  
thousand feet whichever one you prefer.

23:35:10 75S Say that one again ma'am please.

23:35:12 ACAD N75S you can do the approach off Smyrna at two  
thousand .

23:35:18 75S Alright, thank you ma'am.

23:35:20 ACAD You're cleared direct Smyrna, cross Smyrna at two  
thousand, cleared VOR two seven approach into  
33N, correction RNAV approach into 33N.

23:35:56 ACAD N75S cleared for the VOR two seven approach into  
33N.

23:36:01 75S So it's a VOR approach, correct ma'am?

23:36:04 ACAD Affirmative, sorry about that

23:36:50 ACAD Approach.

23:36:52 TWR PIREP C-5 landing at uh runway 1 at 23:35 reported  
four hundred foot ceiling and uh one mile visibility  
Sierra Bravo.

23:37:06 ACAD Copy DE.

23:38:47 OWR Dover approach 30WR is with you level eight thousand with uh Vick.

23:38:53 ACAD N30WR, Dover approach, Dover altimeter 3003 information uniform now current, expect ILS approach runway 1.

23:39:01 OWR Okay, uniform 30WR.

23:39:40 ACAD N30WR at 23:35 zulu a heavy C-5 landing runway 1 reported four hundred foot ceiling one mile visibility.

23:39:49 OWR OWR roger.

23:40:16 ACAD N30WR descend and maintain three thousand.

23:40:20 OWR Down to three thousand for OWR.

23:41:11 ACAD N30WR turn right heading 110 vectors to ILS runway 1 final approach course.

23:41:16 OWR Heading 110 for 30WR.

23:41:33 75S Ma'am I'm declaring an emergency here. I'm out of fuel, I am out of fuel and going down!

23:41:42 ACAD N75S roger.

23:41:47 75S Give me vectors please.

23:41:49 ACAD N75S turn right heading 010 vectors to ILS 19 final approach course.

23:41:57 CD Tower approach on the shout.

23:42:01 TWR Tower.

23:42:01 CD Is the C-5 down, might have an emergency inbound.

23:42:05 ACAD N30WR expect extended vectors for another aircraft  
that just declared emergency into Dover.

23:42:06 TWR Affirmative, he's down.

23:42:08 CD Roger Charlie Foxtrot.

23:42:10 OWR OWR copy roger.

23:42:15 ACAD N75S turn left heading 360

23:42:20 75S I'm out of fuel and going down!

23:42:27 ACAD N75S Dover airfield five miles correction eight miles  
south of your position report the field in sight.

23:42:40 CD Tower approach on the shout emergency inbound.

23:42:42 ACAD N75S report Dover airfield in sight.

23:42:44 TWR Tower.

23:42:45 CD Eight north of the field N4975S he's a PA-28 one  
thousand five hundred now, looking for the visual  
19, I think.

23:42:46 75S I can't hear you ma'am, can you repeat it again.

23:42:48 ACAD N75S report Dover airfield in sight eight miles south  
of your position.

23:42:53 TWR Okay, we got the uh lights, will step the up to five in  
second.

23:42:57 CD Roger.

23:42:57 TWR Are you going to vector him all the way to the runway?

23:42:59 CD I have no idea.

23:43:01 TWR Okay.

23:43:02 CD Charlie Foxtrot.

23:43:02 TWR Sierra Bravo.

23:43:06 ACAD N75S copy?

23:43:09 75S I copy 75S.

23:43:12 ACAD N75S Dover airfield twelve o'clock six miles

23:43:22 75S Keep talking to me please.

23:43:25 ACAD N75S Dover airfield 12 o'clock six miles, they are turning up the lights for you sir

23:43:34 ACAD N0WR you're cleared direct lerse.

23:43:35 TWR Approach tower just wanna verify the nature of emergency is poor weather?

23:43:38 0WR Cleared direct lerse 0WR.

23:43:39 CD Low fuel.

23:43:41 ACAD N0WR hold south of lerse as published, maintain three thousand, expect further clearance in one zero minutes.

23:43:41 TWR Low fuel.

23:43:41 CD I think he, I think he's out of fuel.

23:43:43 TWR Oh, Sierra Bravo.

23:43:43 CD Charlie Foxtrot.

23:43:47 75S I'm going down, I.

23:43:53 0WR 30WR holding at lerse, expect further in ten minutes.

23:43:59 ACAD N75S do you have the field in sight.

23:44:03 75S Negative, Negative, Negative!

23:44:14 ACAD N75S let me know when you see the \*\*\* on the, on  
the ground.

23:44:25 ACAD N75S fly heading 170 vectors to Dover sir.

23:44:29 75S Am I still heading in the right direction 75S?

23:44:34 75S Dover, 75S!

23:44:36 ACAD N75S affirmative sir, you are heading in the right  
direction, you can expect to land runway 14 sir,  
but you're on course right now

23:44:49 75S I'm onto tower right now!

23:44:52 ACAD 75S wheels should be down, contact tower 126.35.

23:44:59 75S What was that, 126 what?

23:45:01 ACAD N75S 126.35.

23:46:20 ACAD Tower approach shout line.

23:46:22 TWR Tower.

23:46:24 ACAD Are you talking to the guy, did he land?

23:46:26 TWR I talked to him, I couldn't get anything else out of him,  
standby.

23:46:28 ACAD Roger DE.

23:49:50 CD Approach.

23:49:50 OPS Uh do you have anything on that IFE?

23:49:53 CD Uh negative, we last observed him one northwest of  
the field, tower was the last one talking to him.

23:50:00 OPS Alright, thank you.

23:50:01 CD Charlie Foxtrot.

23:50:02 OPS Pappa November.

**END OF TRANSCRIPT**

I certify this to be a true and exact transcript of the original recording on file at Dover AFB.

//SIGNED//

JUSTIN M. LEWIS, SrA, USAF  
Air Traffic Controller, RAPCON

//SIGNED//

MICHAEL H. HENDERSON, MSgt, USAF  
Chief Controller, RAPCON