



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Memorandum

DRAFT

Subject: INFORMATION: Partial Transcript;  
Reference Aircraft Accident; N53161;  
Olympia, WA.; October 29, 2004

Date: November 10, 2004

From: Seattle TRACON

Reply to  
Attn. of:

To: Aircraft Accident File S46-TRACON-064

This transcription covers the Seattle TRACON (S46) Arrival Radar E position for the time period from October 30, 2004, 0544 UTC to October 30, 2004 0604 UTC.

Agencies Making Transmissions

S46 Arrival Radar E

Cessna 171 N53161

S46 Arrival Radar N

ZSE ARTCC

Alaska Airlines 651

Abbreviations

E

N53161

N

ZSE

ASA651

I HEREBY CERTIFY that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N53161:

James B. Brownfield  
Support Specialist  
Seattle TRACON

0539

0540-0543

0544

0544:32 N53161 seattle approach cessna five three one six one is three miles southwest of  
paine field and i'd like flight following from paine field to uh to troutdale  
oregon

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0544:55 E november five three one six mike seattle approach roger are you a one fifty two or a one seventy two

0545:02 N53161 cessna five three one six one (unintelligible)

0545:17 E cessna one six mike say again your type aircraft

0545:26 E cessna five three one six mike say again your type aircraft

0545:29 N53161 oh the call sign is five three one six one and uh i am just southwest of paine field and i would like flight following to troutdale

0545:37 E cessna five three one six roger say your type aircraft

0545:39 N53161 it is a cessna one seventy two and it is cessna five three one six one

0545:45 E cessna one six mike roger  
0546

0546:12 E november five three one six mike squawk four six six seven

0546:23 N53161 uh the call sign is five three one six one and i will squawk four four six seven

0546:43 N53161 seattle approach cessna five three one six one would it be possible to get vectors to the uh olympia airport

0546:49 E november five three one six one roger understand you are landing olympia now

0546:53 N53161 uh i'm not landing olympia i just wanted help getting out of class bravo

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0546:59 E november one six one roger  
0547  
0548  
0549

0549:29 E november five three one six one verify squawking four six six seven

0549:35 N53161 cessna five three one six one is squawking four four six seven

0550  
0550:09 E november five three one six one squawk four six six seven

0550:16 N53161 cessna five three one six one is squawking four four six seven

0550:20 E yes maam squawk four six six seven

0550:24 N53161 squawk four six six seven

0550:53 E november five three one six one radar contact one zero miles southwest  
of paine seattle altimeter two niner eight seven  
0551

0551:04 E november five three one six one maintain v f r conditions if you'd like  
vectors suggest heading one eight zero

0551:32 E ok been using three thirty five but it doesn't look like that's working too  
well so i tried three thirty winds in the downwind are about seventy  
knots two fifty at seventy and uh three thirty heading on that schmo  
down to five thousand i'll go there and point him out when he's done  
figured i'd take him north rather than try and tangle with all that stuff if  
you look up idiot in the dictionary you're gonna find this call sign there  
uh going to troutdale

0552

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0552:02 E       anyhew the only ones your talking to are three charlie whiskey three  
thirty heading down to five continental down to ten one six one one  
eighty heading if she wanted it maintain v f r has the altimeter going to  
troutdale wanted radar vectors to olympia she said whatever

0553

0554

0555

0556

0557

0558:48 E       cessna one six one contact approach on one two six point five goodnight

0558:52 N53161   contact approach on one two six point five goodnight thank you

0559

0559:16 E       attention all aircraft seattle atis has changed to kilo seattle altimeter is  
two niner eight six

0600:21 N53161   (unintelligible) \*(level at two thousand)

0600:28 N       it was barely readable it this is cessna five three one six one checking on

0600:42 N       november five three one six one ident

0600:46 N       november five three one six one ident served uhm showing you at two  
thousand two hundred seattle altimeter two niner eight six

0600:58 N53161   \*(thanks)  
0601

0601:00 N       november one six one are you familiar with uh restricted area or the  
temporary flight restriction northeast of bremerton about uh eleven  
o'clock and three miles

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0601:29 N november one six one you'll go well west of it on that heading uhm fly no further east than a one seven zero heading

0601:39 N53161 thank you cessna five three one six one

0601:41 N and cessna one six one uh maintain v f r

0601:45 N53161 maintain v f r cessna five three one six one

0602

0603

0604

0604:13 N november one six one you're clear of the uh temporary flight restriction

0604:18 N53161 (unintelligible) cessna five three one six one

0605

0606

0607

0608

0609

0609:07 N53161 seattle approach cessna five three one six one could you uh tell me how far from olympia i am

0609:12 N november one six one actually uh you need to turn south if you can and maintain v f r you're just about to enter the uhm temporary flight restriction off to the east side and uh from olympia i'm showing you uh thirty seven miles

0609:29 N53161 thank you cessna five three one six one

0609:32 N november one six one are you able to maintain v f r there

0609:39 N53161 (unintelligible)

0609:40 N one six one you're broken why don't you come up on one two seven point one i'll be able to hear you better

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0609:48 N53161 i can \*(almost entirely) maintain v f r uh cessna five three one six one

0609:57 N november one six one roger just wondering why you turned eastbound there uhm toward the temporary flight restriction but as long as you are heading south you're fine

0611

0611:12 N november one six one as long as you don't go north you'll miss the temporary flight restriction just maintain v f r

0611:20 N53161 thank you cessna five three one six one

0612

0613-0627

0628

0628:22 N sector two departure west

0628:24 ZSE yeah

0628:25 N are you going to be able to see that one six one

0628:27 ZSE well where's he going

0628:28 N she's at two thousand going to troutdale but she's trying to avoid the weather

0628:32 ZSE no we're not going to be able i don't even know if we'll be able to talk to her at that altitude

0628:35 N ok

0628:36 ZSE ok see ya

0628:38 N where's a good place for her because i i think she's going to need help

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0628:39 ZSE well if she

0628:40 N where can you talk to her how far south

0628:43 ZSE uhm

0628:44 N and who's frequency

0628:44 ZSE well that it's once you turn south than that would go into sector fours  
airspace out there she's in

0628:50 N i'll tell her south of olympia

0628:51 ZSE yeah cause she's getting in to high terrain out there where she's at now

0628:54 N i'll talk to her again

0628:55 ZSE ok

0629

0629:08 N november one six one uh center won't be able to talk to you out there  
and at that altitude uh you may be uh heading for some high terrain uh  
do you have good separation with the terrain

0629:19 N53161 cessna five three one six one i think uh with weather conditions i think  
i'd like to go into the olympia airport could you vector me towards it

0629:29 N november one six one uh maintain v f r and fly heading uh one three  
zero initial vectors for olympia

0629:38 N53161 fly heading one three zero \*(thank you) cessna five three one six one

0630

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0630:02 N november one six one are you ready for the olympia weather

0630:06 N53161 uh yeah cessna five three one six one

0630:08 N uh i'll call you right back

0630:34 N november one six one are you ready to copy the olympia weather

0630:38 N53161 affirmative cessna one six one

0630:40 N november uh five three one six one the olympia zero five five four metar winds are one niner zero at four gusting to two four visibility six light rain mist ceiling is four thousand overcast temperature one zero dew point eight altimeter two niner eight niner

0631

0631:01 N53161 (unintelligible) cessna five three one six one how far am i from the olympia airport right now

0631:10 N november one six one you are twenty four miles northwest of olympia

0631:15 N53161 wow my airspeed my ground speed is so slow thank you cessna five three one six one

0631:20 N yeah i am showing you only seventy knots over the ground

0631:24 N53161 thank you cessna five three one six one

0631:30 N uhm your south no automatic because i can't remember how to change that uhm and everybody else is uh closed we're south at seattle your departures and satellite your about to take a final who has everything else as soon as your ready and traffic amflight four ninety four is gone horizon four thirty five helms arrival climbing to fifteen alaska one twenty nine is gone airpac thirty five thirty two is at four moderate turbulence here at uhm three and the last guy last two guys i took him he

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had to take him all the way up to nolla and swing him back around like this and uhm moderate turbulence climbing out of boeing up to six thousand then it clears out amflight four oh five is released he's not off yet and uh she was going to troutdale she's having all kinds of problems and center couldn't talk to her so i was about to terminate her and she decided she's going in to olympia so i gave her a one thirty maintain v f r uhm but she will need your

0632

0633

0634

0635

0636

0637

0637:35 N cessna five three one six one the olympia airport is at your uh twelve o'clock and a one two miles let me know when you have it in sight

0637:41 N53161 thank you cessna five three one six one

0638

0639

0640

0641

0642

0642:24 N cessna five three one six one the airport is now twelve o'clock and seven miles

0642:29 N53161 roger \*(five three one six one)

0643

0644

0644:38 N cessna one six one do you have the olympia airport in sight

0644:41 N53161 uh no not yet cessna five three one six one i'm kind of in rough turbulence

0644:46 N ok no problem

0645

0646

0646:54 N cessna one six one the uh airports about your ten o'clock and seven miles

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0646:59 N53161 did you say seven miles cessna five three one six one

0647:02 N that's correct

0647:31 N cessna five three one six one it's about a uh one one zero heading for you to the airport

0647:38 N53161 (unintelligible) cessna (unintelligible) one

0647:40 N looks like your eastbound er westbound again

0648

0648:18 N cessna one six one are you turning backing uh towards the east

0648:25 N53161 cessna five three one six one uh i'll get back to you (unintelligible)

0648:31 N cessna one six one your in a four thousand m v a i suggest you uh climb and turn to the east

0648:48 N cessna one six one our radar contact lost and uh you're in a four thousand m v a so i suggest turn to the north and uh say your altitude now

0649

0649:10 N53161 cessna five three one six one is climbing up to three thousand or anything (unintelligible)

0649:18 N cessna one six one are you still gonna go into olympia

0649:22 N53161 uh i would like to uh i honestly don't see the airport and i've a lot of rain maybe i should go back to tacoma

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0649:30 N actually uh i suggest you go just go land at the airport there's a pretty bad storm uh passing uh olympia about a uh one zero zero heading from you that's only five miles away

0649:45 N53161 (unintelligible) for olympia

0650

0650:05 N cessna one six one say intentions

0650:21 N yeah uh she won't turn cessna one six one are you going to proceed into olympia

0650:29 N53161 i'd like to cessna five three one six one

0650:32 N cessna one six one roger turn uh to a heading of one zero zero the airport looks like it's open to the south

0651

0651:24 N cessna one six one just continue on that heading your uh heading right to the airport

0651:29 N53161 (unintelligible)

0652

0652:55 N cessna one six one that headings taking you right to the airport your about five miles away now

0652:59 N53161 thank you so much cessna five three one six one

0653:24 N cessna one six one can you see the ground

0653:36 N oh really (unintelligible) cessna one six one uh change my frequency one two six point five please

0654

0654:02 N cessna one six one seattle approach

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0654:15 N cessna one six one uh radar contact lost your uh four miles west of the airport \*(when) i last saw you let me know when you see the airport

0654:42 N alaska six fifty one seattle approach thank you i need you to do a favor i've got a uh aircraft that's a little disoriented in the olympia area can you uh go to one two seven point one and see if uh you can raise cessna one six one

0654:58 ASA651 ok twenty seven one and it's a cessna one six one

0655:03 N that's correct

0655:05 ASA651 ok

0655:15 ASA651 cessna one six one this is alaska six fifty one

0655:30 ASA651 cessna one six one this is alaska six five one how do you read

0656

0656:16 N cessna one six one seattle approach

0656:25 ASA651 there's no joy for alaska six five one

0656:28 N alaska six fifty one thank you

0656:40 ASA651 approach alaska six five one uh no joy on twenty one seven

0656:44 N alaska six fifty one uh thank you can you uh try one two six point five please

0656:49 ASA651 twenty six five we'll give that a try

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0656:50 N thank you

0656:59 ASA651 cessna one six one cessna one six one this is alaska six five one

0657:20 ASA 651 cessna one six one cessna one six one this is alaska six five one how do you read

0657:34 ASA651 approach uh six five one uh no joy

0657:37 N ok thank you

0658

0658:03 N alaska six fifty one i'd like you to try one more for me please it's the olympia tower see if maybe she's on the ground there it's uh one two four point four

0658:10 ASA651 twenty four four will do

0659

0659:06 ASA651 yeah approach alaska six five one no joy on that one either

0659:10 N alaska six fifty one thanks for checking fly heading three three zero

End of Transcript

\*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.

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