

Factual Report – Attachment 3

Transcript of three phone calls between the accident pilot and the Kenai Flight Service Station

METEOROLOGY

ANC17FA049

*Submitted by: Mike Richards
NTSB, AS-30*



Federal Aviation Administration

Memorandum

Date: September 14, 2017
To: Aircraft Accident File ENA-FSS-0367
From: Kenai Flight Service Station
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N1905A
Tyonek, AK, August 24, 2017

This transcription covers the Kenai Flight Service Station (FSS) TRNG 1 PF position for the time period from August 24, 2017, 0319 UTC, to August 24, 2017, 0551 UTC.

Agencies Making Transmissions	Abbreviations
Kenai Flight Service Station preflight position N1905A	TRNG 1 N1905A

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N1905A.

Allan D. Rudisill
Staff Support Specialist
Kenai FSS

0319
(0320-0348)

0349
0349:53 TRNG 1 kenai flight service

0349:56 N1905A hi good evening this is jason walkush with supercub november one niner zero five alfa uh currently at uh telaquana pass uh just uh south of merrill pass and uh just request a outlook on uh whether or not it's gonna remain v f r um from merrill pass back into anchorage uh tonight and into tomorrow

0350

0350:19 TRNG 1 mmm i don't think it's gonna remain that way i can give you anchorage um terminal forecast um the terminal

forecast after ten o'clock tonight winds are gonna pick up one six zero one eight gusts to two six knots visibility better than six showers in the vicinity ceiling five thousand overcast so if you are not worried about the ceilings you got the winds so you gotta worry about that turnagain arm because it's in the forecast to have southeasterly winds gusting twenty five knots after zero three z occasionally you'll have broken layers at um at five thou are you still there hello i lost you

0351
(0352-0355)
0356

0356:18 TRNG 1 thank you for calling kenai flight service how can i help you

0356:23 N1905A hi this is jason walkush in supercub one niner zero five alfa currently uh near merrill pass on the west side and just request a quick weather brief on uh whether or not v f r flight through uh merrill pass or telaquana pass uh would be recommended tonight into anchorage

0356:40 TRNG 1 m kay and what area you coming from out of merrill pass area what's the closest airport

0356:46 N1905A merrill pass

0356:47 TRNG 1 yeah whats the closest airport there that you're coming out of

0356:50 N1905A there isn't an airport

0356:51 TRNG 1 okay

0356:52 N1905A theres nothing within seventy miles

0356:54 TRNG 1 ah gotcha so i'm gonna have to give you (unintelligible) there well looking at the passes far as forecasts lets see what i can find hmm

0357

0357:09 N1905A how's things looking uh over in the cook inlet susitna valley right now

0357:13 TRNG 1 i will give you all that i just want to look at um what they are forecasting up to

0357:17 N1905A okay

0357:18 TRNG 1 in the morning

0357:19 N1905A i'm probably gonna lose you here pretty quick

0357:20 TRNG 1 yeah you lost me earlier

0357:21 N1905A sat phone

0357:22 TRNG 1 yeah uh two z

0357:23 N1905A i'm sorry about that

0357:25 TRNG 1 that's okay that's okay we are here for you any time basically they're saying that you're going to have these conditions continue tomorrow where you're going to be either partially marginal v f r to v f r they don't think that the ceilings going to get less than four five thousand so if you can handle that that's fine but expect the light rain to continue or even some moderate rain showers okay for the passes merrill rainy and windy uh they're looking at uh for outlook marginal v f r ceilings moderate rain so that's going to be possible

0357:55 N1905A okay

0357:57 TRNG 1 tomorrow now however this is a palmer to homer line northwest umm they're looking at all these conditions to continue on best thing to do are you thinking about leaving at what time tomorrow

0358:11 N1905A thinking of either leaving tonight or tomorrow

0358:13 TRNG 1 okay try to get into anchorage anchorage is going to

forecast for you after seven o'clock in the morning wind three four zero at six visibility better than six light rain with a ceiling of overcast five thousand like i said they're trying to keep it around there however i think your passes might be your stickler okay so i think that's going to be the problem for you you wont know until you call and find out in the morning haven't had too many pilot weather reports now i think it's gotten quiet now right now but after one o'clock in the afternoon uh anchorage forecast wind zero three zero at five

0358:47 N1905A how

0358:47 TRNG 1 visibilities better than six showers in the vicinity five thousand scattered with a ceiling of seven thousand overcast what it is you got that

0358:55 N1905A how's it looking right now

0358:57 TRNG 1 for what anchorage

0359:00 N1905A well i'm not worried about the terminal as much as i'm worried about the mountains

0359:04 TRNG 1 okay well that's the thing i don't have anything that's going to give me any kind of weather uhhh

0400
(0401-0507)

0508
0508:01 TRNG 1 calling kenai flight service

0508:04 N1905A hi this is jason walkush super cub one niner zero five alfa i lost you a little bit ago

0508:10 TRNG 1 um hmm

0508:11 N1905A um wondering if v f r flight across the alaska range or in the merrill pass area tonight's recommended yes or no

0508:19 TRNG 1 the only thing i have and i don't have anything that's

giving me a good report it say's basically mountains occasionally obscured in clouds precipitation there's no change in that um looking along the aleutian the alaska range aleutian range uh elsewhere talkeetna north occasional broken at one thousand five hundred visibility three five and uh light rain and mist isolated areas of ceiling below a thousand visibility below three moderate rain and mist so just looking at that (unintelligible) i don't think it would be good um i don't have any pilot weather reports i do have something around um lake clark pass and it's showing that it is really bad basically it's saying um the side of lake clark pass is shut down v f r not recommended um moderate rain weather to uh lake hood now thats lake clark pass it's not merrill pass but still

0509:16 N1905A right

0509:17 TRNG 1 i don't think your passes are

0509:18 N1905A how's merrill pass looking

0509:20 TRNG 1 uh looking at the (unintelligible) uh the cameras uh it looks pretty the tops of the mountains are obscured to the southeast okay and uh this is at a (unintelligible) position of three thousand forty-five so the tops of the mountains are obscured to the west um

0509:38 N1905A okay

0509:39 TRNG 1 tops are also obscured down to about uh the first third of the mountain i do not see through that little valley area too well i mean you can get by there but it's it's cuts off around the five marker the five uh mile marker i don't see too much past that and

0510:00 N1905A okay is is that the high camera or the low camera you are looking at

0510:03 TRNG 1 it's the three thousand forty-five um site elevation so yeah

0510:08 N1905A that's the low one

0510:09 TRNG 1 yeah and i do see that the tops of those mountains are obscured and those mountain tops are five thousand three hundred and six thousand five hundred m s l or five thousand eight hundred or five thousand four hundred and the ridge is two miles i can see the ridge like i said i can see the ridge i can see th the mountains and you have some scuzzy layers but that top third of the mountain is obscured so you can see all the way up to the half but when you get past that half mark going up it's obscured a little bit so i mean

0510:49 N1905A okay

0510:50 TRNG 1 i i this one especially to the west portion i do not see past that three point five mile marker i see the five point five barely but uh yeah i just couldn't tell you it's good

0511:07 N1905A okay um how's the camera at beluga look

0511:11 TRNG 1 okay beluga let's see here beluga looks great actually beluga to the northeast i don't have any height uh annotation but it's beautiful umm to the southeast it looks good great visibility beneath and uh to the southwest you can see those cloud layers you know swirling out there but the visibility beneath those cloud layers are okay from what i see

0511:41 N1905A okay

0511:42 TRNG 1 like i said no height annotations that i can tell it's a little gray northwest areas it's a little gray out there um i don't know how far i would go but uh yeah it looks better than what i'm seeing at merrill pass cameras and for

0511:59 N1905A okay

0511:59 TRNG 1 the merrill pass cameras high it's the one that's not

showing me too much um the merrill pass low is the one
that's giving me more of of the pictures the high is out
of

0512:12 N1905A merrill pass

0512:13 TRNG 1 service yeah merrill pass high those cameras are not
working um kay down to

0512:19 N1905A okay

0512:20 TRNG 1 construction

0512:20 N1905A got you

0512:21 TRNG 1 but the low is where i gave you that information

0512:25 N1905A yep

0512:26 TRNG 1 yeah they're okay but like i said to the west i just
wouldn't chance it there k where are you coming from
because right there in the pass there where are you

0512:40 N1905A i'm at telaquana pass and it's clear as could be

0512:43 TRNG 1 okay how far is that

0512:44 N1905A windy

0512:44 TRNG 1 from merrill pass

0512:46 N1905A uh thirty miles south

0512:49 TRNG 1 okay so you're south of merrill it's clear there okay

0512:53 N1905A yep

0512:54 TRNG 1 and we know lake clark is cut off you you don't want to chance lake clark and

0513:00 N1905A right

0513:01 TRNG 1 merrill pass i just i just could not in all good conscience tell you you know

0513:07 N1905A right

0513:08 TRNG 1 i i just could not do that

0513:11 N1905A um how's the uh is there any forecast for turbulence uh in the cook inlet susitna valley

0513:17 TRNG 1 uh for the cook inlet susitna valley south of kenai surface winds north northeast gusting to twenty-five after twelve z that's what they're saying

0513:25 N1905A okay

0513:26 TRNG 1 now like i said along the alaskan and aleutian range and elsewhere talkeetna north occasional one thousand five hundred broken visibility three to five light rain with isolated uh ceiling below a thousand visibility below three miles moderate rain and mist so give you a heads up

0513:46 N1905A that that's current

0513:48 TRNG 1 that's current forecast it just turned that way this is until twelve fifteen zulu time so this was updated

0513:55 N1905A okay

0513:56 TRNG 1 recently this is after our eight o'clock new

0513:58 N1905A okay

0513:58 TRNG 1 forecast
0514

0514:01 N1905A okay

0514:01 TRNG 1 but i mean

0514:03 N1905A uh (unintelligible)

0514:03 TRNG 1 are you in a hurry to get back home uh huh mm hmm

0514:06 N1905A i'm not

0514:07 TRNG 1 okay

0514:09 N1905A how about tomorrow

0514:11 TRNG 1 okay tomorrow let me see if i got a synopsis here that can help us because i'm not showing e e you've given me areas that don't have any weather close by just cameras and i cannot give you anything based off a forecast on cameras

0514:27 N1905A right

0514:28 TRNG 1 all i know is that we have that low coming in that's pushing through the aleutian chain right now and uh it's got that occluded front bringing all this precipitation rain um they're saying that with the surface low associated occluded front that you're going to have marginal v f r conditions so i'm thinking it's not going to go below five foot ceilings or five thousand foot ceiling but it is possible

0514:53 N1905A okay

0514:53 TRNG 1 however um let's see here see if i can find something close to your area shows that instability in the lower to

mid levels is bringing all this flow that's coming in from the bering sea okay it's going to go towards the gulf tonight widespread steady rain um graduate back towards the southeast and strengthen out ahead of the surface frontal system which was going to cause those um good winds that's those turnagain arm winds that's going to dry out everything however with the strong upward vertical motion and more southerly component to midlevel flow and a bit of remaining instability expect rain to fall in all these areas so you're going to have the rain you can't get past that what we're worried about is that little mist fog whatever that might be going through and developing in your um pass areas okay so with the short

0515:57 N1905A right

0515:57 TRNG 1 wave trough coming back and rotating back westward towards an upper new level upper level low dropping into bristol bay they are suspecting the strongest winds to remain over southern prince william sound and let's see giving us those turnagain arms winds i'm not showing anything too much for the passes okay but through the kenai peninsula dens uh descen decent rises in small streams of eastern kenai peninsula rain will break up into showers for inland areas thursday afternoon as a now vertically stacked low moves from bristol bay into the gulf so it's coming in all the way from bristol bay the bulk of rain will remain in the gulf coastal areas through friday so they will have rain all the way through friday saturday mostly but it's not telling me anything for the passes okay southwest mainland

0516:57 N1905A right

0516:57 TRNG 1 alaska main will keep showers in the area into the weekend we know that okay

0517:04 N1905A how about the uh the twenty-four to twenty-four to thirty-six and forty-eight hour uh

0517:09 TRNG 1 progs (unintelligible)

0517:09 N1905A (unintelligible) right

0517:11 TRNG 1 yeah let's look at what they're saying here okay that occluded front basically right now still over kodiak island there pushing into uh cook inlet susitna valley definitely got your rain looking at that low coming right over by four o'clock in the afternoon tomorrow right over us i'm showing i f r conditions right in your area where you're coming from so that's around four o'clock in the afternoon now tomorrow okay that occluded

0517:48 N1905A yeah

0517:48 TRNG 1 front is going to be right over the top of us into prince william sound there's going to be isolated areas where it's going to be in the clear but they're talking about the drying of those winds the turnagain arm winds there drying out that moisture at the same time you got those winds cause you got turbulence going to be in the forecast there and it looks like uh

0518:08 N1905A okay

0518:08 TRNG 1 let me go back here

0518:10 N1905A so it's going to get worse is what you're saying

0518:12 TRNG 1 yeah basically and i

0518:14 N1905A okay

0518:14 TRNG 1 i didn't know how else to relay that to you i just cannot tell you yeah go ahead and try to come home through merrill pass it's not looking too good especially what they said about the alaskan range through the aleutian um

0518:25 N1905A (unintelligible)

0518:25 TRNG 1 areas there so i would not chance that

0518:27 N1905A i i think i'm going to go ahead if i could go ahead and

file a flight plan i'm going to probably go tonight i'm
going to go quana pass

0518:35 TRNG 1 um kay and just give us a pilot weather report you know so
we can

0518:40 N1905A yeah i can

0518:41 TRNG 1 definitely pass this on

0518:42 N1905A i can do that

0518:42 TRNG 1 because i don't have anybody giving us reports so you want
v f r or i f r

0518:49 N1905A v f r

0518:50 TRNG 1 yeah right can't go through the pass i f r

0518:52 N1905A but uh super cub one niner zero five alfa

0518:55 TRNG 1 um hmm

0518:58 N1905A current lo current location is telaquana lake

0519:02 TRNG 1 how do you spell telaquana lake

0519:03 N1905A via telaquana pass

0519:04 TRNG 1 how you spell that telaquana

0519:08 N1905A telaquana t e l a q u a n a

0519:11 TRNG 1 okay let me get the lat longs for that because i want to
make sure this is included on the brief there

0519:21 N1905A yeah i'll uh i'll continue if you don't mind

0519:24 TRNG 1 yeah go ahead cause i don't want to lose you

0519:27 N1905A yeah uh via telaquana pass um on to merrill field v f r
estimated time enroute um we'll put three hours

0519:43 TRNG 1 um hmm

0519:44 N1905A i got five hours of fuel on board

0519:46 TRNG 1 um hmm

0519:47 N1905A one person on board pilot's name jason walkush whiskey
alfa lil lima kilo uniform sierra hotel

0519:57 TRNG 1 kilo uniform sierra hotel
0520

0520:03 N1905A whiskey alfa lima kilo uniform sierra hotel

0520:07 TRNG 1 phone number

0520:10 N1905A [REDACTED]

0520:16 TRNG 1 [REDACTED] and
color of the aircraft

0520:20 N1905A correct red and white

0520:24 TRNG 1 okay what's your speed about a hundred knots hundred and
ten

0520:27 N1905A uh eighty-five

0520:28 TRNG 1 eighty-five

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0520:29 N1905A eighty knots

0520:30 TRNG 1 eighty knots oh

0520:32 N1905A (unintelligible) i'll be pretty slow

0520:34 TRNG 1 okay alright alright we got that filed telaquana t e l a
okay now you wanna show this as a a in the air

0521
(0522-0550)
0551

End of Transcript
