


FAA Form 8020-6, Report of Aircraft Accident

| | | | | | | | |
|---|--|--|-------------------------------|------------------------|---------|----------|---------|
|  DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | REPORT DATE June 13, 2016 | REPORT NO. ZDV-ARTCC-0260 | | | | |
| REPORT OF AIRCRAFT ACCIDENT | | NAME OF REPORTING FACILITY Denver ARTCC (ZDV) | | | | | |
| 1. AIRCRAFT IDENTIFICATION AND TYPE N6609P, C210 | 2. DATE/TIME OF ACCIDENT (UTC) May 18, 2016; 1501 UTC | 3. LOCATION OF ACCIDENT (MANDATORY) Lamar, CO; Field north of Lamar, CO. LATITUDE/LONGITUDE (OPTIONAL) N38 30 11.0000 W102 14 34.0000 | | | | | |
| 4. NATURE OF ACCIDENT Aircraft crashed in field north of Lamar, CO | | 5. TYPE OF FLIGHT No Flight Plan | | | | | |
| 6. FLIGHT CREW | NAME | POSITION | ADDRESS (CITY AND STATE) | UNINJURED | INJURED | FATALITY | UNKNOWN |
| | John Stubblefield | Pilot | Meridian, ID | | | X | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| 7. PASSENGER DATA | NUMBER ABOARD AIRCRAFT 0 | NUMBER UNINJURED 0 | NUMBER INJURED 0 | NUMBER FATALITIES 0 | | | |
| 8. AIRCRAFT DAMAGE Destroyed | | | 9. PROPERTY DAMAGE Unknown | | | | |
| 10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal | | | | | | | |
| 11. WEATHER DATA (USE UTC DATE/TIME) | REPORT JUST PRIOR TO ACCIDENT LAMAR METAR - 1453 UTC: automated, wind one six zero at nine knots, wind variable between one four zero and two zero zero, visibility one zero statute miles, ceiling six thousand five hundred broken, one zero thousand broken, temperature one three, dew point six, altimeter three zero two five | | | | | | |
| | FIRST REPORT SUBSEQUENT TO ACCIDENT LAMAR METAR - 1553 UTC: automated, wind one six zero at one three knots, visibility one zero statute miles, few clouds at one zero thousand, temperature one four, dew point three, altimeter three zero two four | | | | | | |
| 12. ATO PERSONNEL INVOLVED | NAME | FACILITY | OPERATING POSITION | CHECK IF EYEWITNESS | | | |
| | Jaelyn Perez *(PZ) | ZDV ARTCC | 11 R | | | | |
| | Joseph Debrohun (XD) | ZDV ARTCC | 11 R | | | | |
| | Patrick Masin (GI) | ZDV ARTCC | 6 R | | | | |
| | Spencer Ford (FS) | ZDV ARTCC | OSICL O | | | | |
| | Blayne Stanger (YT) | ZDV ARTCC | 27 R | | | | |
| | Brad Ayoub (XB) | ZDV ARTCC | 27 R | | | | |
| | Joseph Greaney (YS) | ZDV ARTCC | 27 R | | | | |
| *OPERATING INITIALS | | | | | | | |
| 13. SIGNATURE OF FACILITY MANAGER Kevin W. Stark | | | | | | | |



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

June 14, 2016

REPORT NO.

ZDV-ARTCC-0260

NAME OF REPORTING FACILITY

Denver ARTCC (ZDV)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

May 18, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1311 N6609P called Denver ARTCC Sector 11 Radar (R11) and requested VFR flight following. R11 provided a beacon code, Radar Identified N6609P, and provided the current altimeter.
- 1327 R11 switched N6609P to my frequency (128.65, Denver ARTCC Sector 6 Radar frequency, combined at R11). R11 confirmed that N6609P was up on the new frequency and provided the current altimeter.
- 1335 Denver ARTCC Sector 6 Radar (R6) opened and split off from R11. During the Position Relief Brief, it was mentioned that N6609P was slow to respond but nothing seemed wrong. N6609P was now being provided VFR flight following by R6.
- 1337 R6 shipped N6609P to Denver TRACON. N6609P acknowledged with a good readback.
- 1400 N6609P checked in with Denver ARTCC Sector 27 Radar (R27). R27 acknowledged N6609P and provided the current altimeter.
- 1429 R27 provided the current altimeter to N6609P. N6609P requested that R27 repeat the transmission which R27 did. N6609P acknowledged. Throughout the remainder of the time N6609P is in Sector 27, R27 provided numerous altimeter updates in a continued effort to communicate with N6609P, some were acknowledged and some were not.
- 1442 A transmission from an unknown aircraft that indicated that it may be in distress was heard on R27 frequency. It became apparent that N6609P was experiencing some type of distress, and for the next 20 minutes a series of rambling and unintelligible transmissions were heard on the R27 frequency. R27 immediately tried to reach N6609P, concerned that the pilot was experiencing hypoxia, carbon monoxide exposure, or something else that was affecting his speech and ability to command an aircraft. Several other pilots on the frequency, including trained military pilots, were also concerned that N6609P may be hypoxic.
- 1446 R27 made numerous recommendations to descend. R27 provided an alternate airport (Lamar Municipal Airport) location and associated weather conditions to N6609P numerous times.
- 1448 N6609P began a series of erratic turns not consistent with his previous track while descending in an inconsistent manner.
- 1459 R27 requested assistance from THNDR61. R27 briefed THNDR61 about N6609P. R27 continued to communicate to N6609P through radio checks and altitude confirmation.
- 1501 R27 reported Radar Contact Lost to N6609P, and requested altitude two times without acknowledged. R27 and THNDR61 continued coordination about location,



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

June 14, 2016

REPORT NO.

ZDV-ARTCC-0260

NAME OF REPORTING FACILITY

Denver ARTCC (ZDV)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

track and ELT(negative) of N6609P.

1514 R27 coordinated with HOIST80 to assist in the search and rescue effort.

1515 THNDR61 reported visual on an aircraft in a field, passed coordinates and coordinated aircraft-to-aircraft with HOIST80.

1519 R27 cleared HOIST80 on original routing. R27 coordinated altitudes and MOA usage with THNDR61.

1523 THNDR61 reported no movement at the scene, and that the aircraft was whole with possibly a collapsed wing. R27 passed that law enforcement was enroute. On-station plan and fuel state were coordinated between THNDR61 and R27.

1527 R27 coordinated with STUD21 to assist with the search and rescue efforts and MOA usage. STUD21 reported Radar contact with THUNDR61 and coordinated with them on a tactical frequency.

1538 THNDR61 passed position and condition of downed aircraft, terminated search and rescue efforts, and proceeded on original planned flight. STUD21 assumed on-scene command and coordinated with R27.

1611 STUD21 reported that Law Enforcement and Fire Rescue were on scene then proceeded on original mission.

12. ATS Personnel Involved, Continued.

Todd James (JT), ZDV ARTCC, CIC3 O

Kimberlee Berens (PJ), ZDV ARTCC, OSIC3 O

Larry Larkin (LL), ZDV ARTCC, OM1 OM

Michael McKenna (MK), ZDV ARTCC, 27 RA

Patrick Lillis (OL), ZDV ARTCC, 27 R

Blayne Stanger (YT), ZDV ARTCC, 27 RA

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE
May 20, 2016

REPORT NO.
ZDV-ARTCC-0260

NAME OF REPORTING FACILITY
Denver TRACON (D01)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

May 18, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1338 N6609P checks in on the DR1 frequency and issued the Denver altimeter.

1346 N6609P is switched to the DR4 controllers frequency.

1347 N6609P checks in on the DR4 frequency and is acknowledged.

1359 N6609P is switched to Denver Center frequency 133.4.

No More Follows

SECTION 8.

Flight Progress Strip(s) and/or In-Flight Contact Record(s)

Flight Progress Strip
Denver ARTCC May 18, 2016 UTC

N6609P

C210/G
T166 G146
27 27
937 09/4

16⁰⁸

↓ VFR

KLAA

CHE052023./.
LAA034028 KLAA

KWA

◦ AIRCRAFT LANDED I
N FIELD NORTHEAST OF
KLAA

1470

SECTION 9.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: June 15, 2016

To: Aircraft Accident File ZDV-ARTCC-0260

From: Denver Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
 Aircraft Accident, N6609P
 Lamar, CO, May 18, 2016

This transcription covers the Denver Air Route Traffic Control Center (ARTCC) 27 R position for the time period from May 18, 2016, 1330 UTC, to May 18, 2016, 1549 UTC.

| Agencies Making Transmissions | Abbreviations |
|-------------------------------|---------------|
| N6609P | N6609P |
| Denver ARTCC Sector 27 Radar | R27 |
| UNKNOWN | UNKNOWN |
| N25LH | N25LH |
| HOUND92 | HOUND92 |
| THNDR61 | THNDR61 |
| HOIST80 | HOIST80 |

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N6609P.



John Honemann
 Managment & Program Analyst
 Denver ARTCC

1330
 (1331-1359)
 1400

1400:11 N6609P (unintelligible) six six zero nine papa

1400:23 R27 aircraft calling unanswered say again

1400:25 N6609P six six (unintelligible) six six six zero nine papa

1400:36 R27 november six six zero niner papa denver center roger liman
altimeter three zero two four
1401
(1402-1427)
1428
1428:57 R27 november six six zero niner papa the lamar altimeter three
zero two five

1429:19 N6609P say again for zero niner papa

1429:23 R27 november six six zero niner papa the lamar altimeter three
zero two five

1429:30 N6609P thank you
1430
(1431-1435)
1436
1437:00 R27 centurion zero niner papa the lamar altimeter lamar three
zero two five
1438
(1439-1441)
1442
1442:36 UNKNOWN (unintelligible) i'm going down and i'm going down hard

1442:47 R27 uhh zero uhh niner papa denver
1443

1443:04 R27 november two five lima hotel denver

1443:07 N25LH two five lima hotel go ahead

1443:08 R27 i was just curious did you hear that umm not sure what was
said but uhh did you hear that uhh something about going
down hard

1443:16 N25LH uhh going to dow heart negative i didn't hear that nine
lima hotel

1443:20 R27 okay uhh somebody said something that just didn't sound
right but uhh november six six zero nine pop denver

1443:26 UNKNOWN (unintelligible) patricia you guys (unintelligible)

patricia

1443:41 HOUND92 center hound nine two yeah we heard uhh something like
can't tell if it's on guard or not but somebody is going
down hard uhh we'll try and listen up for ya

1443:46 R27 hound nine two appreciate that uhh i think i know who it
is but he's uhh not responding to me centurion six six
zero nine pop denver

1443:55 UNKNOWN (unintelligible)
1444

1444:17 HOUND92 center from hound nine two uhh assuming that is a real
call the guy sounds like he might be hypoxic so if he's
at a higher altitude he should probably descend

1444:25 R27 that's what i was sittin uhh thinking my self hound nine
two appreciate that info uhh november zero nine papa
denver center

1444:48 R27 november six six zero nine papa denver center

1444:58 R27 november six six zero nine papa denver center lamar
altimeter lamar three zero two five

1445:54 R27 november two five lima hotel the lamar altimeter lamar
three zero two five

1445:57 N25LH three zero two five two five lima hotel

1445:58 R27 thanks if you could just listen up like i said it sounds
like it might be hypoxic

1446:04 N25LH yeah we heard him there and uuh we'll listen up two five
lima hotel

1446:15 R27 november six six zero nine papa denver center if you hear
denver center ident

1446:21 N6609P (unintelligible)

1446:23 R27 november six six zero nine papa suggest you descend to lower altitudes at or below one two thousand uhh sounds like you might have an hypoxic situation

1446:34 N6609P (unintelligible)

1446:35 R27 november zero nine pop

1446:57 R27 november six six zero nine papa denver center
1447

1447:05 N6609P (unintelligible)

1447:06 R27 november six six zero nine papa suggest you descend to v f r altitudes at or below one two thousand uhh umm use caution sounds like there might be an hypoxic situation going on with you right now

1447:21 N6609P (unintelligible)

1447:33 N6609P (unintelligible)

1447:40 R27 november six six zero nine pop suggest you descend to (unintelligible) altitudes at or below one two thousand

1447:57 N6609P (unintelligible)
1448

1448:39 R27 november zero nine pop be advised i've got lamar airport about twenty miles to the west of you twenty miles to the west of you the lamar airport currently showing an overcast ceiling at six thousand five hundred
1449

1449:27 R27 november six six zero nine pop denver center the lamar altimeter lamar three zero two five

1449:43 N6609P how do you spell (unintelligible)

1449:58 R27 november six six zero nine pop the lamar airport is off to

your uhh ten o clock make it uhh ten thirty and twenty miles in case you need an airport to go to

1450:16 N6609P want me to land there

1450:23 R27 november six six zero nine pop lamar altimeter lamar three zero two five

1450:40 N6609P tell me what that means
1451

1451:08 R27 november zero nine pop suggest you descend to at or below one two thousand v f r altitudes and again that lamar airport is about twenty five southwest of uhh southwest of you

1451:49 N6609P boy

1451:52 R27 november six six zero nine pop lamar altimeter lamar three zero two five

1451:55 N6609P trouble
1452

1452:41 UNKNOWN (unintelligible) i can't believe

1452:44 R27 thunder six one thanks november six six zero nine pop the altimeter at lamar three zero two five

1452:59 UNKNOWN (unintelligible) give me a little bit of license

1453:16 UNKNOWN i can show you what a p two ten can do

1453:41 R27 november six six zero nine pop uhh i've got an airport towards uhh your southwest about thirty miles lamar airport lamar altimeter three zero two five
1454

1454:05 UNKNOWN (unintelligible) guys want me to do more

1454:29 R27 november six six zero nine pop if you uhh hear the alamosa i should say the lamar altimeter lamar three zero two

five the lamar airport is about uhh twenty five southwest
of ya

1455

1455:24 UNKNOWN i can show you things this airplane will do

1455:31 R27 centurion six six zero nine pop lamar altimeter lamar
three zero two five

1455:54 N6609P thank you
1456

1456:22 N6609P (unintelligible) in oklahoma that's all
1457

1457:16 R27 november six six zero nine pop denver

1457:23 R27 november six six zero nine pop uhh if you hear denver
center suggest ya uhh if you could open up a window to
maybe get some of that carbon monoxide out of the
airplane if you could

1457:33 N6609P wait a minute let me ask you about how are the kids you
want me to access the house

1457:44 R27 november zero nine papa it's probably lost you uhh lost
pressurization and is possibly carbon monoxide uhh if you
could just open up a window maybe get some fresh air in
that uhh airplane

1458

1458:01 N6609P let me show you what a (unintelligible) two ten can do

1458:28 R27 november six six zero nine papa it's possible you're uhh
uhh hypoxic and umm and carbon monoxide poisoning is
going on if you could just open up that window maybe get
some fresh air in that airplane november zero nine pop

1458:45 N6609P alright let's (unintelligible)
1459

1459:27 UNKNOWN (unintelligible)

1459:29 R27 november six six zero nine pop do you have the vent open
or the window open on your airplane

1459:34 N6609P yes

1459:35 R27 november zero nine pop thanks

1459:41 R27 november zero nine pop do you have any oxygen on board that you can uhh use

1459:47 N6609P no

1459:50 R27 november zero nine pop suggest you descend uhh v f r at or below uhh one two thousand i know you are at eleven five right now but uhh suggest suggest you go down to nine thousand five hundred maybe get a little more oxygen for ya

1500

1500:06 R27 thunder six one twelve o clock and about eighty miles out ahead of you you got a c centurion two ten uhh possible hypoxic situation uhh he's uhh doing thirty three four he's on the frequency thirty three four

1500:18 THNDR61 thunder six one uhh we'll check for him on radar (unintelligible)

1500:23 R27 thanks

1500:25 R27 november six six zero nine pop denver center

1500:30 N6609P you got it watch the center watch it go

1500:42 R27 november six six zero pop say uhh v f r altitude
1501

1501:14 R27 november six six zero nine papa denver center and if you uhh hear denver center how do you hear

1501:28 R27 november six six zero nine pop radar contact lost say v f r altitude
1502

1502:01 R27 november six six zero nine pop denver center say v f r altitude

1502:11 THNDR61 denver center thunder six one

1502:14 R27 thunder six one go ahead

1502:15 THNDR61 yeah were going to try and get eyes on him if uhh if at all possible with our radar or our sensor pod uhh can you give another point out to him

1502:23 R27 thunder six one eleven thirty and about uhh five zero miles and his beacon code was fourteen seventy fourteen seventy he just went below our radar coverage

1502:32 THNDR61 eleven thirty for fifty miles last we heard he was uhh around eleven thousand feet what is the terrain elevation around there

1503

1503:01 R27 and thunder six one last know position bearing zero eight one at uhh range says eighty one miles so uhh eighty one at eighty one

1503:09 THNDR61 thunder

1503:10 R27 november six six zero niner papa denver center how do you hear

1503:24 N25LH denver two five lima hotel let us know if there's anything you need us to do

1503:29 R27 november two five lima hotel appreciate all your help and assistance there thanks

1503:40 R27 november six six zero nine pop denver center

1504

1504:22 R27 november six six zero nine pop denver center if you hear denver center respond

1504:42 THNDR61 center thunder six one are you able to pass his last know in lat longs

1504:59 R27 thunder two one we're getting it stand by

1505:21 R27 thunder uhh six one turn fifteen degrees left

1505:26 THNDR61 thunder six one fifteen left

1505:48 R27 uhh thunder six one lat long and his last known position was uhh north thirty eight twenty eight again thirty eight twenty eight and then one o two one six west again one o two one six west

1506

1506:07 THNDR61 alright we got that north thirty eight twenty eight one o two one six got a possible uhh contact on the radar its uhh three showing it in the three thousand feet we're going to investigate that track

1506:18 R27 and you said you're showing that target at three thousand feet right now

1506:24 THNDR61 yeah it's three thousand feet he's uhh bearing one zero zero for for thirty four miles

1506:27 R27 thunder six one you can deviate left or right maneuver as needed if you want to go direct to that target let me know what you see

1506:32 THNDR61 roger and uhh request the terrain elevation in the area off our nose

1506:36 R27 uhh seven thousand is the lowest i can go thunder six one at pilot's discretion descend pilots discretion to seven thousand

1506:42 THNDR61 thunder six one pilot's discretion seven thousand

1506:51 THNDR61 confirm three zero zero nine the altimeter for lamar

1506:57 R27 lamar altimeter is three zero two five thirty twenty five
1507

1507:01 THNDR61 thirty twenty five thunder six

1507:07 R27 thunder six one are you seeing uhh receiving uhh target or
uhh just the umm transponder e l t

1507:15 THNDR61 uhh it's a transponder or excuse me uhh just a radar
return right now we're going to try uhh and correlate
that with our sensor pod as uhh soon as we get below this
weather deck here

1507:23 R27 thunder six one thanks

1507:58 R27 thunder two one did you say the altitude was three
thousand above the ground in that transponder code

1508:06 THNDR61 uhh we're not seeing a transponder code with our radar we
are painting him at three point five k and that's m s l

1508:10 R27 thunder six one thanks

1508:14 R27 and that's above ground level six uhh thunder six one

1508:18 THNDR61 negative three point six k m s l

1508:21 R27 thunder six one thanks

1508:29 THNDR61 confirm that centurion two ten is uhh is the cessna high
wing (unintelligible) six passenger

1508:34 R27 six passenger pressurized high wing it's uhh yes single
engine

1508:39 THNDR61 copy
1509

1509:38 R27 thunder six one are you v f r conditions at this time

1509:41 THNDR61 affirm thunder six one is uhh v f r below the clouds

1509:44 R27 thunder six one roger and just let me know if you see the airplane airborne or on the ground

1509:50 THNDR61 roger we're uhh sorting through the tracks now
1510

1510:25 THNDR61 center thunder six one we're going to take (unintelligible) get his last know position say the track again what direction was he tracking

1510:34 R27 thunder six one last know position was about eleven o'clock and twenty miles

1510:39 THNDR61 copy all what direction was that uhh what direction was he tracking

1510:43 R27 he was uhh doing three sixties

1510:47 THNDR61 okay
1511

1511:50 R27 thunder six one you gettin an e l t at all

1511:52 THNDR61 negative we're monitoring guard on two radios no e l t no transmissions on guard
1512

1512:01 R27 thunder six one do you see a transponder code

1512:04 THNDR61 unable for the transponder code with our aircraft

1512:06 R27 thunder six one okay thanks

1512:11 R27 thunder six one any target with primary target

1512:16 THNDR61 stand by
1513

1513:09 R27 thunder six one you're within ten miles of the last know position

1513:13 THNDR61 thunder six one copies all we're searching now visually and with our radar

1513:57 R27 november six six zero nine pop denver center if you hear
denver center ident
1514

1514:18 R27 hoist eight zero hoist eight zero uhh got a situation
about aah hundred miles east of ya chance you can help
out by going over that area may have a centurion that
went down uhh do you have that time today

1514:38 HOIST80 say again for hoist eight zero sir it it sounds like uhh
you want us to go up but uhh we're limited to ten
thousand feet

1514:44 R27 hoist eight zero i've got a uhhh situation off to the uhh
uhh east of ya centurion that may have been hypoxic and
went down do you have time he's about eighty hundred
miles east of ya do you have time to fly overfly that
area and tell me what you see

1514:58 HOIST80 stand by
1515

1515:10 HOIST80 uhh a t c uhh go ahead this is the other pilot you want us
to uhh join up with another aircraft

1515:15 R27 hoist eight zero i may have a centurion that went down
because he was hypoxic uhh do you have time to go over
that area and uhh tell me what you can see he's about a
hundred miles east of ya

1515:27 HOIST80 affirmative uhh we'll take your heading at the nearest
(unintelligible)

1515:29 R27 hoist eight zero turn fifteen degree right maintain your
current altitude nine thousand

1515:34 HOIST80 fifteen degrees right current altitude nine thousand hoist
eight zero

1515:38 THNDR61 denver thunder six one

1515:39 R27 thunder six one go ahead

1515:40 THNDR61 we are visual with an aircraft in a field stand by we'll pass coordinates it does not appear to be uhh on fire it looks like it's uhh down in a field uhh stand by

1515:52 HOIST80 hoist eight zero is ready to copy coordinates

1515:54 R27 hoist eight zero stand by i've got a b one over that area he's gonna give me coordinates he tells me the aircraft is on the ground uhh in a field

1515:59 HOIST80 copy
1516

1516:29 THNDR61 hoist eight zero thunder six one

1516:31 HOIST80 go ahead for hoist eight zero

1516:33 THNDR61 thunder six one say when ready to copy grid for uhh downed aircraft

1516:40 R27 thunder six one we're ready to copy

1516:43 THNDR61 downed aircraft approximate location north three eight two nine west (unintelligible)

1516:55 HOIST80 hoist eight zero copy all except for uhh last after decimal on longitude
1517

1517:01 THNDR61 west one zero two one seven decimal four

1517:07 HOIST80 hoist eight zero copy all

1517:09 THNDR61 hoist eight zero thunder six one is a b one we've got the block ten to twelve thousand say type aircraft

1517:16 HOIST80 hoist eight zero copy uhh thunder six one is ten twelve we are limited max altitude nine thousand we're a depot input depressurization we're mainitaining niner thousand for now

1517:34 THNDR61 (unintelligible) type aircraft

1517:37 HOIST80 stand by one

1517:42 R27 hoist eight zero i didn't get the full north uhh lat long
can you give me the lat longs one more time

1517:47 HOIST80 affirm hoist eight zero got north three eight two nine
decimal seven

1517:50 R27 three eight two nine decimal seven and then the west is
one o two one seven point four

1517:58 HOIST80 the west was one o two one seven point four

1518:05 R27 hoist eight zero thanks for restricted airspace cleared
direct to uhh goodland then emporia

1518:08 HOIST80 direct goodland then emporia hoist eight zero

1518:09 R27 hoist eight zero really do appreciate your help

1518:10 HOIST80 no problem sir we have lots of gas we can uhh
(unintelligible) can be helpful

1519
(1520-1548)
1549

End of Transcript