



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

MINNEAPOLIS ARTCC

512 Division Street
Farmington, MN 55024

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident;
N5398M; Ironwood, MI; December 28, 2004

Date: January 19, 2005

From: Minneapolis ARTCC

Reply to
Attn of:

To: Aircraft Accident File ZMP-ARTCC-262

This transcription covers the Minneapolis ARTCC Sector 04 Radar Controller position for the time period from December 28, 2004 1613 UTC, to December 28, 2004 1747 UTC.

Agencies Making Transmissions

Green Bay TRACON
Minneapolis ARTCC, Sector 04 Radar Controller
Piper N5398M

Abbreviations

GRBA
ZMP R04
N5398M

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N5398M:

Wayne H. Lankford
Support Specialist
Minneapolis ARTCC

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1618:53 GRBA sector three green bay approach

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1619:11 GRBA sector three green bay satellite

1619:16 ZMP R04 sector three

1619:17 GRBA in the area of menomonee is aztec five three niner eight mike
um he says he's out of thirty five hundred climbing to four i
don't see him

1619:25 ZMP R04 i i show him at thirty nine hundred right now

1619:27 GRBA o k

1619:29 GRBA ah can you take radar i'll d m him

1619:32 ZMP R04 november niner eight mike is ah radar contact

1619:34 GRBA o k climbing to eight o k

1619:36 ZMP R04 climbing to eight thousand is approved

1619:38 GRBA got it (unintelligible)

1619:39 ZMP R04 (unintelligible)

1620

1621

1621:29 N5398M minneapolis center aztec five three nine eight mike passing five
thousand

1621:34 ZMP R04 aztec niner eight mike minneapolis center you're radar contact
one zero miles northwest of the menomonee v o r

1621:41 N5398M thank you green bay had trouble ah finding me do you have any
problems

1621:45 ZMP R04 ah no sir our radar is a little bit better in that area than theirs is

1621:49 N5398M thank you

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1644:42 ZMP R04 november nine eight mike change to my frequency one three three point six five

1644:57 ZMP R04 november five three niner eight mike change to my frequency one three three point six five

1645:03 N5398M nine eight mike one three three six five six thousand eight thousand correction

1645:07 ZMP R04 november nine eight mike roger the rhinelander altimeter two niner niner six

1645:11 N5398M two niner niner six nine eight mike

1646
1646:04 ZMP R04 nine eight mikes on the rhinelander frequency going to
ironwood
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1703:55 ZMP R04 november niner eight mike change to my frequency on one three
three point five five

1704:02 N5398M one three three five five nine eight mike

1704:20 N5398M minneapolis center nine eight mike (unintelligible)

1704:28 ZMP R04 k about four calling here ah november nine eight mike descend
pilots discretion maintain three thousand five hundred the
ironwood altimeter is two niner niner two

1704:39 N5398M descend to three thousand five hundred two niner niner two will
i get vectors for this or do you expect us to fly the full approach

1704:46 ZMP R04 no you can expect vectors

1704:48 N5398M thank you i'll be descending to three thousand five hundred
1705

1705:24	ZMP R04	november niner eight mike turn twenty degrees right radar vectors i l s final approach course at ironwood say new heading
1705:31	N5398M	twenty degrees right heading three three zero
1705:34	ZMP R04	roger
1706		
1707		
1708		
1708:22	ZMP R04	november niner eight mike turn left to a heading of three two zero
1708:26	N5398M	left heading three two zero nine eight mike
1709		
1710		
1711		
1712		
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1714		
1714:58	N5398M	green bay approach nine eight mike i've got single engine problems here mayday mayday
1715:04	ZMP R04	november niner eight mike minneapolis center roger and ah turn left to a heading of three zero five
1715:16	ZMP R04	from your present location it looks like ironwood is gonna be about your best ah best (unintelligible) three zero five will bring ya as close (unintelligible)
1715:35	ZMP R04	november nine eight mike ah minneapolis you appear to be heading southbound now ah what are your intentions do you wanna try to ah you wanna try to get out of some icing here
1715:46	N5398M	hey (unintelligible)
1715:55	N5398M	three thousand i'm going---single engine

1716

1716:01	ZMP R04	o k nine eight mike understand ah you're single engine i show you heading southbound away from the airport now and attempting to climb ah the closest airport to your present location is gonna be still be ironwood back out at ah your four o'clock position
1716:17	N5398M	i'm---here---i'm at two thous (unintelligible)
1716:24	ZMP R04	o k nine eight mike i'm not receiving your replies here sir ah a suggested heading now would be about a three one zero to bring you to the localizer
1716:35	N5398M	one zero
1716:38	ZMP R04	and the ironwood altimeter again two niner niner zero
1716:42	N5398M	two niner niner zero
1716:45	ZMP R04	k ya i don't have time to ask him cause i'm i just want him to climb right now
1716:52	N5398M	heading three one zero through three thousand one hundred
1716:57	ZMP R04	o k do the best you can on the altitude sir ah three one zero should get us back to the localizer in time to get you down
1717:03	N5398M	o k i'm i'm gonna want straight vectors for this my hands are full
1717:07	ZMP R04	o k that's fine sir just ah just fly the heading three ten now and we'll get ya back up on the localizer
1717:12	N5398M	three ten it is nine eight mike

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1719

1719:36 ZMP R04 november nine eight mike turn left to a heading of two niner
zero join the localizer

1720

1720:03 N5398M am i there

1720:04 ZMP R04 no sir you just took a hard left again on that twenty degree turn
go back to a heading of three ten

1720:11 N5398M nine eight mike i have a vacuum failure here um ah i am two
thousand two hundred and it looks like i should be about two
nine zero how am i doing

1720:22 ZMP R04 o k ah tell ya what just ah can you maintain a heading at all

1720:27 N5398M maintaining a heading i am looks like two seven zero two six
zero

1720:32 ZMP R04 o k two seventys about right you can come back to a heading of
three one zero three ten on the heading and ah we'll try to ah
and use your turn coordinator ah there nine eight mike

1720:46 N5398M (unintelligible) three ten

1720:51 ZMP R04 ya three hundred and ten degrees on the heading ah when we
gave ya that turn back to join you took about a fifty degree left
turn

1721

1721:21 ZMP R04 nine eight mike i've lost you now in radar about ah eight miles
nine miles east of the field what's your altitude

1721:28 N5398M altitude two thousand two hundred

1721:31	ZMP R04	o k that three ten heading should bring you back onto the localizer sir ah that altitude appears to be just underneath my coverage and ah and ah right now i'm showing four miles and ah one thousand one hundred overcast on the weather
1721:49	N5398M	nine eight mike ah it looks like i'm i'm chasing it on my ah h s i i'm at two thousand looks like it's coming in
1721:59	ZMP R04	o k you should be joining up with it just about now but i can't tell for certain cause you're underneath the radar now
1722:04	N5398M	i'm joining up on it turning to new heading two seven zero
1722:08	ZMP R04	o k that should bring you right onto the course nine eight mike you are cleared for the i l s approach to the ironwood airport change to advisory frequency at your discretion you can talk to me right on the ground let me know when you get down
1722:20	N5398M	affirmative and i am single engine and one propeller feathered
1722:24	ZMP R04	roger
1723		
1724		
1725		
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1727		
1727:07	N5398M	green bay aztec five three niner mike the runway in sight gonna cancel v f ah cancel i f r at this point
1727:15	ZMP R04	o k five three niner eight mike that's fine i got your cancellation however i'd still like you to give me a call on the frequency when you are on the ground please
1728:00	N5398M	green bay nine eight mike here i found out what one of our problems is here we have complete loss of hydraulics it's an aztec i'm gonna circle to land and pump the gear down nine eight mike

1728:11	ZMP R04	o k nine eight mike understand you have ah complete hydraulic failure and ah i've no other traffic in the area when you get a chance and you're on the deck just ah let me know please
1728:22	N5398M	absolutely sir thank you nine eight mike i'm gonna circle to the left which is to the south
1728:26	ZMP R04	o k
1729		
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1732:59	ZMP R04	minneapolis sector three and four
1733:01	GRBA	ya green bay ah supe here i just wanted to i just stepped in i wanted to make sure i was up to speed on what you had going on at ironwood here ah has that been resolved or
1733:10	ZMP R04	well no the aircraft has cancelled the i f r he has the airport in sight but when he went to to land he found out he had complete hydraulic failure so he's circling now trying to pump the gear down
1733:21	GRBA	what ah what kind is it
1733:23	ZMP R04	a p a twenty seven
1733:24	GRBA	does he want us to notify any ah equipment or anything up there
1733:28	ZMP R04	ah um i think it's been done hang on
1733:31	GRBA	oh o k

1733:44 ZMP R04 o k apparently we had called ironwood nobody was answering
 somebody said there's a specialist down at your place that's
 already been informed and he's trying to make contact with the
 people at ironwood

1733:55 GRBA i don't think that's the case i'll follow up on that

1733:57 ZMP R04 o k

1733:58 GRBA and what's the guys number

1733:59 ZMP R04 ah november five three niner eight mike

1734:03 GRBA five three niner eight mike o k if you would just kinda keep us
 updated what's going on and we'll ah we'll get back to ya

1734:08 ZMP R04 all right

1734:09 GRBA thanks (unintelligible)

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1739:52 ZMP R04 you know about the emergency

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1741:07 ZMP R04 and november five three nine eight mike you still there

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End of Transcript



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This transcription covers the Minneapolis ARTCC Sector 04 Radar Associate position for the time period from December 28, 2004, 1714 UTC, to December 28, 2004, 1733 UTC.

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Piper N5398M

Abbreviations

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N5398M

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Support Specialist
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go back to a heading of three ten

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you are cleared for the i l s approach to the ironwood airport
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when you are on the ground please

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End of Transcript