



Federal Aviation Administration

Memorandum

Date: March 6, 2006

From: Juneau AFSS

To: Aircraft Accident File ZAN-ARTCC-0150

Subject: **INFORMATION:** Full Transcript
Aircraft Accident; N104XX
Ketchikan, AK., January 25, 2006

This transcription covers the Sitka FSS Inflight Two Position for the time period from January 25, 2006, 1605 UTC, to January 25, 2006, 1627 UTC.

Agencies Making Transmissions

Abbreviations

Sitka FSS, Inflight Two
Aero Vodochody Albatross N104XX
John McGraw

IF2
N104XX
McGraw

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N104XX.

A handwritten signature in black ink, appearing to read "Susan Nelson".

Susan Nelson
Support Specialist
Juneau AFSS

1605
(1606-1609)

1610
1610:42 IF2 sitka flight service please hold

1610:58 IF2 thank you for holding can i help you

1610:59 N104XX ah yes sir ah my name's steve i'm with the 1 thirty nines here on the field an tried to get all day out all day yesterday i'm wantin to know i think i know the current conditions here at sitka off just the weather channel looks ah cavu right now is that right

1611:12 IF2 i'm sorry ah conditions at sitka

1611:15 N104XX yes

1611:16 IF2 i just

1611:17 N104XX ok

1611:17 IF2 i i'm showin visibility one zero sky clear below one two thousand and temperature just below freezing at minus one

1611:25 N104XX ok

1611:26 IF2 dew point minus four altimeter two niner three five

1611:29 N104XX ok

1611:29 IF2 and where were you headed

1611:30 N104XX i'm tryin to get to bellingham washington and or i may and if the winds up high are still a hundred knots in the face i'm probably gonna go to ah ketchikan and i wanted to get the weather at both those places and winds aloft please

1611:42 IF2 ok alright ah for bellingham's current conditions i'm showing wind variable at three visibility one zero sky clear below one two thousand temperature three dew point two altimeter two niner seven three so

1612:31	N104XX	k
1612:32	IF2	just like us only a little warmer
1612:33	N104XX	yeah
1612:34	IF2	and i do have airmets for occasional moderate rime icing for coastal waters in alaska
1612:40	N104XX	k
1612:41	IF2	from one thousand five hundred up to one six thousand ah south of port alexander which is the
1612:48	N104XX	right
1612:49	IF2	this southern tip of the island
1612:51	N104XX	k
1612:51	IF2	baranof island here
1612:55	N104XX	and ketchikan
1612:56	IF2	oh sure ah ketchikan's current conditions wind one four zero at one three gust two three visibility four light rain and mist ceiling one thousand two hundred broken one thousand seven hundred overcast temperature seven dew point six altimeter two niner two three
1613:14	N104XX	ok

1613:15 IF2 what they've got there is basically the south end of a cold front from a low that's off to the east of us

1613:20 N104XX uh huh

1613:21 IF2 towards ah british columbia and the yukon then

1613:26 N104XX right

1613:27 IF2 and so they're forecast to get a little bit of wind and snow today um diminishing basically towards the afternoon

1613:36 N104XX ok and ah what about in the next say four hours is that forecast gonna be about is it gonna be about the same

1613:43 IF2 ah ketchikan's terminal forecast until two two zero zero zulu so that's gonna be about six hours from now

1613:49 N104XX ok

1613:50 IF2 wind one five zero at niner gusts two zero visibility greater than six ceiling one thousand four hundred overcast

1613:58 N104XX ok so there they'll be right above ah my mins to go in there and then the

1614:02 IF2 (unintelligible)

1614:03 N104XX winds aloft say at two four and three zero zero or can you do two seven

1614:07 IF2 i can do i know i can do two four zero and three zero zero and i can estimate for two

1614:14	N104XX	ok
1614:14	IF2	seven
1614:14	N104XX	let's do that
1614:19	IF2	just gonna take a second and look at the big
1614:20	N104XX	sure
1614:21	IF2	picture here i've gotta graphic chart that i use for estimating and (unintelligible)
1614:24	N104XX	yeah take your time that's what i'm really what's really key
1614:29	IF2	looks like ah well the valid times and you're still looking at this morning right
1614:37	N104XX	uh huh
1614:38	IF2	ok
1614:39	N104XX	well probably in about no kiddin if I go it'll probably be about ah three hours from now
1614:44	IF2	well this chart is the forecast for about two hours from now
1614:46	N104XX	ok perfect

1614:47 IF2 and ah winds in the face don't start until you get close to bellingham south of um the ah actually between the queen charlotte islands and victory island there

1615:01 N104XX ok so that's just yeah that's just north of the u s border right

1615:05 IF2 ah that's gonna be well south or ah yeah north of the

1615:09 N104XX (unintelligible)

1615:10 IF2 southern u s border yeah aha ha

1615:12 N104XX yeah yeah

1615:13 IF2 north of vancouver so from sitka down to the queen charlottes ah winds just eh you know west of there off shore are outa the due west at about five zero at six zero knots and then right as they hit the coast they bend and pick up a northerly component so we'll say out of the um

1615:38 N104XX so that lo that could be a tailwind if i was direct ah bellingham area right

1615:41 IF2 let me rephrase that pick up a southerly component

1615:44 N104XX ok but i mean but for the majority of the hop if if they're outa the west i'm tryin to think my heading is about one out i'm thinkin outa here probably be about one seven one six one five zeroish

1615:55 IF2 right but that's gonna be well off shore they're probably a good fifty or sixty miles off shore and that low that's over ah the british columbia um inside the yukon that that area up there

1616:09 N104XX uh huh

1616:10 IF2 is actually bendin the winds aloft outa the south and a so they're kinda a southwest or south southwest so you do pick up sort of a headwind component there

1616:23 N104XX but that's at the last part of my leg into bellingham right

1616:25 IF2 no that's gonna be like i said from sitka down to

1616:29 N104XX oh ok

1616:29 IF2 the queen charlottes

1616:30 N104XX so i got (unintelligible)

1616:31 IF2 and the farther south you go the more of a headwind you are gonna pick up

1616:34 N104XX ok

1616:34 IF2 the good news is it looks like they diminish just a little bit right around the queen charlottes to about two five knots and then the southern tip of the queen charlottes down to two zero knots and then they start pickin back up again as they pick up that southerly headwind component

1616:50 N104XX ok

1616:51 IF2 so your headwind is gonna be between the queen charlotte islands and be bellingham and its gonna get stronger and more you know become more of a headwind the farther south you go

1617:01 N104XX and it but it but but it's only gonna be ya know fifty or sixty knots of a headwind right

ZAN-ARTCC-0150
N104XX

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1617:07	IF2	correct i'm showing
1617:08	N104XX	(unintelligible) the top
1617:10	IF2	right i'm showing this chart at four zero knots and then there's ah six five knots close to shore there right just north of victoria island
1617:21	N104XX	ok
1617:22	IF2	um so yeah you're talking about sixty knots or so sixty five knots is is the highest on on this chart and lookin at the actual data for some reason i always have a hard time with canadian winds aloft here we go at two four zero ah the forecast winds aloft at vancouver until noon local wind one niner zero at eight four so that's
1618:26	N104XX	that's yeah
1618:27	IF2	yeah
1618:27	N104XX	(unintelligible)
1618:28	IF2	so that's pickin up and then ah tryin to see if i have anything farther south than vancouver naw i thinks that's ah that's the most that's as far south as the forecast winds aloft go for canada vancouver's you know looks like it's about about thirty miles north west of bellingham there so that's fairly representative of about you know the winds through there
1619:07	N104XX	ok
1619:08	IF2	um i can check flight level three zero zero
1619:10	N104XX	yeah

1619:11	IF2	and see what it looks like in between there similar situation actually the winds at three zero zero are one niner niner at four eight
1619:29	N104XX	little bit better up high
1619:32	IF2	let me see if i'm reading that right no i take that back one niner zero at niner zero so like six knots difference
1619:40	N104XX	sure
1619:42	IF2	basically pretty uniform through there
1619:45	N104XX	ok so just man i wish ketchikan's weather was gonna be better it's not any not any better a thousand and three huh
1619:51	IF2	that is the forecast
1619:53	N104XX	ok
1619:53	IF2	for one thousand four hundred overcast and their current conditions are ah visibility four ceiling one thousand two hundred broken um
1620:03	N104XX	just right at mins hum
1620:06	IF2	and again that wind that's outa the southeast at thirteen gusts up ta two three that's a fair amount of wind for ketchikan
1620:13	N104XX	yeah that's a shit load of wind

1620:14 IF2 and ah and the forecast i mean it has visibility greater than six ceiling one thousand four hundred overcast so the the forecast is pretty close to what they're they're seein

1620:29 N104XX yeah

1620:30 IF2 except for the visibility's a little bit lower observed um yeah it and waiting i don't think is gonna help you

1620:41 N104XX yeah i'm i'm yeah

1620:44 IF2 i mean for the at least as far out as the forecast goes

1620:49 N104XX yeah ok

1620:51 IF2 how do you like sitka ha

1620:53 N104XX yeah

1620:53 IF2 hahaha

1620:54 N104XX yeah no kiddin i just can't make bellingham with those winds i mean it's i just can't do it

1621:00 IF2 right

1621:02 N104XX ok ah alright that's what i needed to know i sure appreciate it

1621:07 IF2 ok and could i get your tail number again

1621:09	N104XX	ah yeah it's ah one oh four november one oh four x ray x ray
1621:15	IF2	thank you
1621:16	N104XX	thank sir i appreciate the i'm gonna i'm gonna talk to you again unfortunately probably in about an hour or so
1621:20	IF2	no problem
1621:20	N104XX	thanks
1621:21	IF2	alright bye
1621:21	N104XX	bye
1622		
1622:51	IF2	good morning sitka flight service
1622:52	McGraw	this is john mcgraw
1622:53	IF2	hey john
1622:54	McGraw	(unintelligible)
1622:56	IF2	sitka to hoonah it's ah actually suppose to be pretty good if you don't mind it being cold
1623:05	McGraw	ok

1623:09 IF2 the inside actually i can just say all of southeast ah but inside has is suppose to have a lower scattered layer at two thousand and about four thousand broken and the outside's suppose to be just scattered to broken around one two thousand over day over the day today

1623:26 McGraw ok

1623:28 IF2 and the conditions on the inside are forecast to improve throughout the day and into the afternoon they do have um occasional one thousand five hundred overcast whoops yeah occasional two thousand broken four thousand overcast visibility down to five and light snow and mist ah for the inside

1623:51 McGraw yeah

1623:52 IF2 and i don't have a terminal forecast for hoonah but i do have one for gustavus i think that's a little representative

1624:01 McGraw yeah

1624:04 IF2 um looks like wind outa the north at six visibility greater than six ceiling two thousand five hundred broken eight thousand overcast so pretty similar to what the area forecast has you takin the helicopter up

1624:17 McGraw yeah

1624:18 IF2 ok well they do they are reporting four inches of loose snow on the runway at hoonah

1624:21 McGraw ok

1624:22 IF2 and but ah wait i'm not sure if that will slow you down in the in a chopper or not

1624:28 McGraw no

1624:29 IF2 didn't think so

1624:30 McGraw ok

1624:31 IF2 and current conditions at hoonah automated wind calm visibility one zero says unknown precipitation i think that's snow ceiling three thousand overcast temperature minus six dew point minus seven altimeter two niner four two and they gotta notam for that dew point unreliable i don't think that's gonna slow you down

1624:50 McGraw ok is it gonna stay clear for few days or just one day

1624:55 IF2 ah it looks like just really today there's another low pressure system out off the south of yakataga right now and its tracking towards us it's tracking east

1625:08 McGraw ok

1625:09 IF2 like they always do however it's not it doesn't look it's not that strong and it might not bring conditions down that bad i mean ah right now they are just calling for ceilings one to three thousand and visibilities three to five

1625:21 McGraw ok

1625:22 IF2 um for tomorrow

1625:24 McGraw ok

1625:25 IF2 and that's as far out as it's goin as they're callin it

1625:28 McGraw ok

1625:29 IF2 looks like ah towards the end of the week there we could get another strong low comin up from the south could get some more crappy weather like we had a few days ago wind and rain and stuff

1625:41 McGraw ok

1625:42 IF2 but that's still a ways off

1625:42 McGraw ok thank you

1625:43 IF2 alright

1625:44 McGraw bye
1626
1627

End of Transcript



Federal Aviation Administration

Memorandum

Date: March 6, 2006

From: Juneau AFSS

To: Aircraft Accident File ZAN-ARTCC-0150

Subject: **INFORMATION:** Full Transcript
Aircraft Accident; N104XX
Ketchikan, AK., January 25, 2006

This transcription covers the Sitka FSS Inflight Two Position for the time period from January 25, 2006, 1850 UTC, to January 25, 2006, 1905 UTC.

Agencies Making Transmissions

Abbreviations

Sitka FSS, Inflight Two
Aero Vodochody Albatross N104XX
Anchorage ARTCC

IF2
N104XX
ZAN

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N104XX.

A handwritten signature in black ink, appearing to read "Susan Nelson".

Susan Nelson
Support Specialist
Juneau AFSS

1850
(1851-1854)
1855

1855:58 IF2 good morning sitka flight service

1855:59 N104XX ah good morning sir um i'm i i'm ah the one of those little l thirty nines

1856:04	IF2	sure
1856:05	N104XX	one oh four x ray x ray i wanted to check the weather again at ah ketchikan see how she's doin if anything's changed
1856:12	IF2	you bet i think i just got a report from them like a minute ago
1856:17	N104XX	ok
1856:20	IF2	yep there it is ah wind three four zero at eight
1856:23	N104XX	um hum
1856:24	IF2	visibility one zero light rain ceiling two thousand three hundred overcast temperature three dewpoint one altimeter two niner two niner can you hold on just one second
1856:34	N104XX	sure
1857		
1857:38	IF2	you still there
1857:39	N104XX	yeah
1857:40	IF2	alright ah yeah i just got a pilot report from ketchikan as well
1857:44	N104XX	great
1857:46	IF2	from the top of the hour a de havilland beaver six miles west of ketchikan reported seven hundred scattered flight visibility one zero wind outa the west at two zero with higher cloud layers which were probably above twelve thousand feet

1858:02 N104XX so it's basic it's seven hundred scattered there

1858:05 IF2 just west of ketchikan yeah like six miles outside of ketchikan

1858:08 N104XX ok great and ah they're landin what two nine

1858:12 IF2 ah yeah looks like it cause the winds outa the west there

1858:14 N104XX ok

1858:15 IF2 northwest rather

1858:16 N104XX and and again you said on that that ah ah that metar that was thirty five hundred over that's what they were callin it

1858:21 IF2 three thousand two hundred overcast yeah

1858:23 N104XX three thousand two hundred overcast ok

1858:25 IF2 and that ceiling at two thousand four hundred broken this was actually this is a new observation a

1858:31 N104XX ok

1858:31 IF2 from two minutes ago they just put another

1858:34 N104XX oh

1858:35 IF2 observation ah visibility ten light rain niner hundred scattered ceiling two thousand four hundred broken three thousand two hundred overcast



Federal Aviation Administration

Memorandum

Date: March 6, 2006

From: Juneau AFSS

To: Aircraft Accident File ZAN-ARTCC-0150

Subject: **INFORMATION:** Full Transcript
Aircraft Accident; N104XX
Ketchikan, AK., January 25, 2006

This transcription covers the Sitka FSS Inflight Two Position for the time period from January 25, 2006, 2035 UTC, to January 25, 2006, 2054 UTC.

Agencies Making Transmissions

Abbreviations

Sikorsky Jayhawk Coast Guard C6026	C6026
Sitka FSS, Inflight Two	IF2
Airport Maintenance Vehicle Six	ARPT 6
Boeing B734 Alaska Airlines 62	ASA62
Aero Vodochody Albatross N104XX	N104XX
Anchorage ARTCC	ZAN

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N104XX.

A handwritten signature in black ink, appearing to read "Susan Nelson".

Susan Nelson
Support Specialist
Juneau AFSS

2035

2035:33

C6026

sitka radio coast guard copter six zero two six sixteen miles
out (unintelligible)

2035:49 IF2 coast guard copter six zero two six roger traffic vehicle on the runway looks like they're she's just getting ready to clear at (unintelligible)

2035:56 C6026 ok roger we'll keep an eye on her

2036:00 ARPT 6 and sitka radio airport six is clear of the runway cancel notam

2036:06 IF2 airport six notam cancelled and can i get a update on runway conditions

2036:16 ARPT 6 yes sir ah currently the runway well pretty much bare and wet full length and width braking action is estimated good

2036:26 IF2 roger thank you

2037
2037:59 ASA62 sitka radio alaska sixty two twenty two two clearance on request ketchikan

2038:04 IF2 alaska sixty two sitka radio clearance is on request

2038:41 C6026 sitka traffic coast guard helicopter six zero two six be entering left down
wind settin up for a practice auto runway two nine (unintelligible)

2039
2039:07 IF2 alaska six two clearance available

2039:10 ASA62 sixty two go ahead

2039:12 IF2 a t c clears alaska sixty two to the ketchikan airport from the sitka airport via the radar two departure as filed climb and maintain flight level two seven zero squawk four seven one six report departure on one two three point six and then contact anchorage center on one two six point one

2039:30 ASA62 ok cleared to ketchikan radar two as filed climb and maintain two seven zero four seven one six twenty three six on departure and then anchorage center one two six point one alaska sixty two

2039:40 IF2 alaska sixty two read back is correct

2039:42 ASA62 thank you

2040
2040:07 N104XX sitka radio november one oh four x ray x ray taxiing from (unintelligible)

2040:21 IF2 november one zero four x ray x ray sitka radio understand taxiing from aero services are you headin for taxiway alpha sir

2040:30 N104XX ah affirmative we'd like to ah back taxi (unintelligible) sitka traffic

2040:36 IF2 november one zero four x ray x ray sitka airport advisory wind three zero zero at niner favored runway two niner altimeter two niner four zero traffic is a coast guard jayhawk south of the field standby while i get an update on his position coast guard copter six zero two six request position for traffic

2040:58 C6026 on a practice auto sitka

2041
2041:06 IF2 november one zero four x ray x ray traffic is on short final landing runway two niner

2041:12 N104XX ok we'll stay clear (unintelligible) x ray x ray

2041:33 N104XX and ah sitka radio you did say two niner four zero is that correct

2041:38 IF2 that's affirmative sitka altimeter two niner four zero

2041:43 N104XX ok

2042
2042:43 C6026 sitka traffic coast guard helicopter six zero two six is left downwind for runway two nine settin up for a practice auto to the approach end of two nine sitka

2043
2043:32 C6026 sitka traffic six zero two six is left base for runway two nine practice auto

2044
2044:20 N104XX and jayhawk from ah the jet down here (unintelligible) back taxi and get out

2044:26 C6026 yeah roger that if you want to go right now we'll (unintelligible)

2044:29 N104XX ok ah november one oh four x ray x ray is ah back taxi two nine v f r to the southeast sitka (unintelligible)

2045
2046
2046:44 ASA62 sitka radio traffic alaska sixty two's pushin back (unintelligible)

2047
2047:29 N104XX sitka traffic november one oh four x ray x ray is departing v f r to the southeast jayhawk in sight

2047:40 N104XX (unintelligible) sure appreciate all the work

2048
2048:16 C6026 sitka traffic coast guard helicopter fifty six is left base for practice auto to runway two nine sitka got the ah departing traffic in sight

2048:53 N104XX sitka airport traffic november one oh four x ray x ray is departing v f r to the southeast left turn out sitka

2049
2049:59 C6026 and sitka radio coast guard helicopter six zero two six is on a right base for autorotation runway two nine

2050:34 ASA62 and sitka radio traffic alaska sixty two is (unintelligible) two nine
2051
2051:09 IF2 alaska sixty two traffic coast guard jayhawk departing runway two nine
2051:15 ASA62 sixty two thanks
2052
2052:05 C6026 sitka radio coast guard six zero two six is turning left base runway two
nine full practice autorotation
2052:41 ASA62 and alaska sixty two's holding short (unintelligible)
2053
2053:19 C6026 and sitka traffic coast guard copter six zero two six is clear of the runway
two nine
2053:25 ASA62 and sitka traffic (unintelligible) alaska sixty two (unintelligible) back
taxing two nine
2053:41 C6026 and sitka coast guard helicopter six zero two six right base (unintelligible)
2053:47 IF2 coast guard helicopter six zero two six roger alaska sixty two caution wake
turbulence due to rotor wash
2053:54 ASA62 sixty two thanks
2054

End of Transcript

ZAN-ARTCC-0150
N104XX



Federal Aviation Administration

Memorandum

Date: April 5, 2006

From: Anchorage ARTCC

To: Aircraft Accident File ZAN-ARTCC-0150

Subject: INFORMATION: Partial Transcript
Aircraft Accident; N104XX
Ketchikan, AK., January 25, 2006

This transcription covers the Anchorage ARTCC R8 position for the time period from January 25, 2006, 2105 UTC, to January 25, 2006, 2158 UTC.

Agencies Making Transmissions

N104XX
Anchorage ARTCC, R8
Ketchikan FSS

Abbreviations

N4XX
R8
KTN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N104XX.

A handwritten signature in black ink, appearing to read "Alan Stanberry", with a horizontal line drawn through it.

Alan Stanberry
Quality Assurance Specialist
Anchorage ARTCC

2105
(2106-2109)
2110
2110:43

N4XX anchorage center november one oh four xray xray

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2110:53 R8 and calling center that was november one zero four xray xray is that correct

2110:58 N4XX ah yes sir that is correct we're a ah single l thirty nine v f r at seventeen thousand five hundred currently about ninety miles to the northwest of ketchikan looking for an i f r pick up i l s runway one one circle to land two nine

2111:25 R8 november one zero four xray xray squawk one one seven two

2111:31 N4XX one one seven two we're at seventeen thousand with a flash

2112
2112:20 R8 november one zero four xray xray radar contact twelve miles south of the ah level island v o r and would you say again your request

2112:30 N4XX yes sir we'd like the i l s runway one one into ketchikan we have information hotel circle to land at runway two eight

2112:37 R8 one zero four xray xray roger and say again your type aircraft

2112:43 N4XX we're a single l thirty nine czechoslovakian fighter trainer

2112:48 R8 one zero four xray xray roger cleared to the ah and did you want to start from over doozi or where did you want to start the approach from

2112:56 N4XX yes sir we'd like to just pick it up ah just a straight in if we could ah just to intercept at your leisure

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2113
2113:04 R8 ah one zero four xray xray do you have g p s

2113:06 N4XX affirmative

2113:08 R8 one zero four xray xray you're cleared to the ketchikan airport via direct doozi and then direct maintain one seven thousand the ketchikan altimeter two niner three zero you're gonna be number two for the approach you can expect the i l s approach

2113:24 N4XX ok doozi direct one seven thousand two niner three zero
2114
2115
2116
2117
2117:33 R8 november one zero four xray xray do you have the ketchikan weather

2117:37 N4XX affirmative sir we have hotel if you have an update you can pass it

2117:42 R8 one zero four xray xray descend at pilots discretion maintain seven thousand ketchikan altimeter two niner three zero

2117:51 N4XX ok p d to seven and ah one oh four xray xray we're out of one seven thousand now

2117:58 R8 one zero four xray xray roger and change to my frequency one one eight point five

2118:03 N4XX switching eighteen five

2118:59 N4XX and ah center one oh four xray xray is up with you one eighteen five

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2119:05 R8 november one zero four xray xray center roger
2120
2121
2122
2122:04 R8 i have another inbound

2122:05 KTN go ahead

2122:06 R8 it's november one zero four xray xray he's an l thirty nine a
czechoslovakian trainer i guess is what he said ah ketchikan two one
three nine for the i l s d m e one with a circle

2122:18 KTN ok thank you r o

2122:19 R8 d o

2122:55 R8 november one zero four xray xray i stand by just a moment

2123
2123:13 R8 november one zero four xray xray reduce speed as much as practical
there's ah one on approach ahead of you and there is also a departure
that will be going out between you and him so ah hopefully i'll try to
avoid a hold at doozi

2123:24 N4XX ok i'll ah slow down what speed would you like

2123:31 R8 well actually just whatever is comfortable if you are too fast i'll
probably just have to put you into hold and it is kinda looking like you
can expect a turn or two at doozi um that alaska jet ahead of you really
slowed down going and he is going going to land two nine also so ah
just plan a holding at doozi and then um you can slow down if you like
but ah keep your speed up if you like also either way

2123:54 N4XX ok we'll keep it right about here

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2124

2124:36 R8 and november one zero four xray xray amend altitude maintain eight thousand

2124:41 N4XX eight thousand now one oh four xray xray

2125

2125:01 R8 november one zero four xray xray after doozi you're cleared to the one seven mile seventeen mile fix on the ketchikan localizer hold ah northwest on the localizer and expect further clearance at two one four zero

2125:23 N4XX roger roger that sir is there any way you could hold us at ah doozi my d m e is intermittent for the leg

2125:28 R8 ah one zero four xray xray you say you would rather hold at doozi

2125:34 N4XX affirmative

2125:35 R8 november one zero four xray xray you're cleared to doozi then ah ah you can hold northwest on ah well just on your inbound radial there to doozi whatever your heading now hold northwest maintain eight thousand expect further clearance two one four zero

2125:50 N4XX maintain eight thousand and hold northwest one oh four xray xray

2126

2127

2127:52 N4XX and ah center here ah just a question from one oh four xray xray (unintelligible) when i hit doozi on this heading do you want me to do a left hand turn to say about a heading of two nine zero

2128:06 R8 november one zero four xray xray ah the turn is at your discretion there is plenty of room i got you at an altitude that won't be a factor ah you can make a left hand turn at doozi if you would like to make a left or right either one is approved

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2128:18 N4XX ok we'll just go a left

2129
2129:20 R8 roger

2129:45 N4XX and ah center from one oh four xray xray just be advised we are picking up some ah ice out here and if you can give us a descent that would be great

2129:56 R8 november one zero four xray xray ah roger after you get back established in hold make right hand turns and descend and maintain seven thousand that is as low as i can go for you there

2130:08 N4XX ok

2130:24 R8 one zero four xray xray do you have the outside air temperature

2130:30 N4XX ah negative sir (unintelligible)

2130:33 R8 roger
2131
2132
2133
2133:15 R8 november one zero four xray xray the ah the jet landed at ketchikan i've got one departing that's ah depart just as soon as the other aircraft leaves the runway and he should be clear in just about three or four minutes and then you can expect an approach clearance after that

2133:29 N4XX one oh four xray xray

2133:33 R8 one zero four xray xray ah are you still in the icing

2133:36 N4XX affirm

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2133:38	R8	roger and i show you back over doozi now descend and maintain seven thousand
2133:45	N4XX	xray xray leaving five eight for seven
2134		
2135		
2136		
2136:59	R8	november one zero four xray xray radar contact lost say altitude
2137:21	R8	november one zero four xray xray anchorage center radar contact lost say altitude
2138		
2138:09	R8	november one zero four xray xray radar contact lost say altitude
2138:14	N4XX	seven thousand
2138:17	R8	one zero four xray xray roger maintain seven thousand until established on a published segment of the approach cleared i l s d m e one runway one one approach to the ketchikan airport
2138:24	N4XX	ok ah one oh four xray ah one oh four xray xray cleared for the approach maintain seven til established
2139		
2139:22	R8	november one zero four xray xray contact ketchikan radio
2139:26	N4XX	ok we're switching ketchikan radio one twenty three six
2139:29	R8	roger
2140		
2141-2150		
2151		
2151:42	R8	anchorage sector eight

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2151:44 KTN ketchikan ah november one zero four xray xray looks like he crashed

2151:46 R8 say again

2151:48 KTN he crashed

2151:49 R8 ok ah what information can you give us

2151:52 KTN i don't have anything yet we just heard ah that he crashed on the land side ah right across from the airport on the ah town side

2152:03 R8 crashed at the town side ok um i'll get the supe down here and we'll start what we need to be doing at this end

2152:09 KTN ok

2152:10 R8 lj
2153
2154-2157
2158

End of Transcript



Federal Aviation Administration

Memorandum

Date: March 6, 2006

From: Juneau AFSS

To: Aircraft Accident File ZAN-ARTCC-0150

Subject: **INFORMATION:** Full Transcript
Aircraft Accident; N104XX
Ketchikan, AK., January 25, 2006

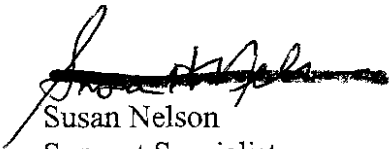
This transcription covers the Ketchikan FSS Inflight One Position for the time period from January 25, 2006, 2134 UTC, to January 25, 2006, 2159 UTC.

Agencies Making Transmissions

Abbreviations

Ketchikan FSS, Inflight One	IF1
Aerospatiale ATR-42 Empire Airways 8202	CFS8202
De Havilland Beaver N60G	N60G
De Havilland Otter N270	N270
Aero Vodochody Albatross N104XX	N104XX
Unknown	UNK
Embraer Brasilia Everts Air 1210	VTS1210

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N104XX.


Susan Nelson
Support Specialist
Juneau AFSS

2134

2134:30

IF1

empire eighty two oh two contact anchorage center on one one eight point five good day

2134:35 CFS8202 eighteen five on empire eighty two oh two ever hear what happen to that
ah l fifty nine

2134:44 IF1 ah he's still inbound but i'm not sure

2134:46 CFS8202 alright thanks

2134:54 N60G ketchikan ah six zero golf

2134:58 IF1 november six zero golf ketchikan go ahead

2135
2135:01 N60G yeah do you know if those guys out there at back island are are they
monitoring one twenty two nine

2135:12 IF1 yeah they're suppose to be on one two two point nine or the marine
channels twelve and sixteen

2135:19 N60G ok roger well um (unintelligible)

2135:33 IF1 and beaver six zero golf i'm sorry what was that

2135:36 N60G yeah i'm just headed up the behm canal so i'll ah (unintelligible) on one of
those frequencies

2135:42 IF1 ah roger

2136
2136:16 IF1 six zero golf who is ah (unintelligible) and everts twelve ten has clearance
hold for release

2136:23 IF1 um hum

2136:24 IF1 and

2136:26 IF1 where is he oh ok (unintelligible) hasn't started yet

2136:27 IF1 (unintelligible) and then this guy's inbound (unintelligible)

2136:33 IF1 ok what is a l thirty nine

2136:36 IF1 ah we don't know

2136:37 IF1 p h

2137
2137:04 N270 ketchikan radio two seven zero's harbor pull out hotel

2137:11 IF1 otter two seven zero ketchikan radio roger harbor to the pull out traffic um
i do have a l thirty nine inbound on the i l s he hasn't checked in yet no
other reported

2137:24 N270 thanks

2138
2138:24 N60G zero golf's (unintelligible) point higgins

2138:34 IF1 that last transmission for ketchikan say again

2138:37 N60G yeah six zero golf's (unintelligible) point higgins

2138:40 IF1 beaver six zero golf thanks

2138:54 N270 anymore ah pilot reports out to the west paul

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2139

2139:02 N60G ketchikan six zero golf

2139:04 IF1 beaver six zero golf go ahead your pilot report

2139:08 N60G yeah it's not very nice out here um (unintelligible) scud your probably five hundred feet maybe two miles at best mixed rain and snow ah what's winds about ah oh twenty twenty five i guess

2139:24 IF1 roger thanks dale you copy that tony

2139:27 N60G k

2139:30 N60G where you going dale

2139:34 N270 well tryin to do the behm canal but if i doesn't get any better i'm gonna come back

2139:37 N60G k

2139:42 N104XX ketchikan radio one oh four x ray x ray is with you ah we're at seven thousand for ah the intercept i l s circle to land two nine

2139:55 IF1 and november one zero four x ray x ray ketchikan radio roger verify you have information hotel

2140:00 N104XX affirmative sir we do have hotel

2140:04 IF1 roger ah report ten out for ah or the final approach fix one one d m e for ah traffic please altimeter two niner three two

2140:13 N104XX two niner three two wilco

2140:18 VTS 1210 radio everts twelve ten's ra ready to taxi with hotel to two nine

2140:22 IF1 everts twelve ten ketchikan radio roger i'll show you taxiin up to the elephant ear an ah currently no ah movement on the airport just that l thirty nine inbound and he's plannin to circle for runway two nine and hotel is current

2140:40 VTS 1210 ok we're taxiin ta elephant ear at this time twelve ten

2141
2141:12 N60G (unintelligible) beaver

2141:20 IF1 beaver six zero golf ketchikan radio you're breakin up a little bit ah ah i know you just cleared point higgins a few minutes ago are you just west of point higgins

2141:29 N60G yeah point higgins returning to the harbor

2141:32 IF1 point higgins for the harbor roger traffic a turbine otter should be touchin down at peninsula point one i f r inbound will be reporting the eleven d m e shortly planning ta circle for runway two niner no other pertinent traffic

2141:45 N60G six zero golf

2141:47 N270 two seventy's on the pull out

2141:49 IF1 otter two seventy thank you

2142
2142:07 IF1 and november one zero four x ray x ray ketchikan radio are you an albatross

2142:12 N104XX affirmative

2142:13 IF1 roger thank you
2143
2144
2144:01 N104XX and one oh four x ray x ray's eleven

2144:04 IF1 albatross four x ray x ray ketchikan radio roger channel traffic only one beaver is inbound the harbor from the west over the water i have a brasilia holding at the top of ah alpha for your arrival no other reported traffic wind three zero zero at one six gust two one altimeter two niner three two and i have to tell ya it just it does not look real favorable for a contact approach at this point there is a ah four to five hundred foot layer east of the field for circling for two niner and ah i'll just i will turn the lights up ta high for ya

2144:45 N104XX ok thanks we'll make the call when we get (unintelligible)

2144:49 IF1 roger that
2145
2146
2146:51 N60G yeah ketchikan six zero golf

2146:55 IF1 beaver six zero golf ketchikan go ahead

2146:57 N60G yeah it looks really good down towards blank inlet i can see all the way to metlakatla there's a light spot there (unintelligible) that guy's tryin to make it a circling approach he might ah might be able to do it he'd he'd have maneuvering room out here over ah blank inlet

2147:12 IF1 ok thanks for that yeah i see the top of judy hill is still obscured

2147:18 N60G yeah how low can he come down

2147:21 IF1 well he's a oh a military jet so i don't know how low he could slow it down

2147:29 N104XX (unintelligible) contact with the ground lookin

2147:40 N60G yeah from the airport ah ward cove west it's um probably three four hundred foot ceiling and a mile or so and snow but once you get over the airport towards ah blank inlet i'm at ah seven hundred feet and i've got oh good ah five ta ten miles visibility ah just about every direction south of the airport

2148
2148:04 IF1 and albatross four x ray x ray ketchikan radio ah current wind is three zero zero at one six

2148:12 N104XX albatross

2148:13 UNK looks like he's abeam the narrows over the channel there paul

2148:17 N104XX and i got the field in sight i'm gonna try an cut the circle

2148:49 IF1 albatross four x ray x ray i recommend an immediate climb and missed approach at this point ketchikan altimeter two niner three four

2149
2149:29 IF1 albatross four x ray x ray ketchikan radio say your position

2149:59 IF1 albatross four x ray x ray ketchikan say your position

2150:54 N60G zero golf's on water

2150:57 IF1 beaver six zero golf thanks
2151
2152

2152:07 N270 ketchikan two seventy ah we're at the pull out ah did that plane go in the water

2152:16 UNK no it looks like it's in a trailer park ah right across from k p u right behind
a n p

2152:23 IF1 yeah roger we have it in sight

2152:33 CFS8202 ketchikan radio empire eighty two oh two

2152:38 IF1 empire eight eighty two oh two ketchikan radio go ahead

2152:41 CFS8202 did that l fifty nine go down

2152:44 IF1 affirmative

2152:45 CFS8202 i'm just lettin you know that we we were talkin him in um sitka he does
have an active ah ejection seat

2153
2153:18 IF1 ah roger thanks and ah is this everts ah twelve ten

2153:24 VTS1210 that was empire

2153:25 IF1 empire roger everts stand by

2153:27 VTS1210 standby

2153:56 VTS1210 empire how was the ice on the climb out

2154
2154:02 CFS8202 negative ice (unintelligible) we broke about thirteen five

2154:06 VTS1210 thanks

2155
2155:12 IF1 everts twelve ten ketchikan radio

2155:14 VTS1210 twelve ten

2155:15 IF1 a t c advises everts twelve ten released for departure no reported traffic
wind three one zero at two two altimeter two niner three three

2155:24 VTS1210 two nine three three for release for departure taking active this time everts
twelve ten

2156
2157
2157:33 N270 ketchikan radio two seventy

2157:37 IF1 otter two seventy ketchikan standby everts twelve ten ketchikan radio
contact anchorage center one eighteen five so long

2157:47 VTS1210 eighteen five so long

2157:50 IF1 otter two seventy go ahead

2157:51 N270 yeah are you guy's currently v f r

2157:56 IF1 um standby the ah atis is just being put on now

2158
2158:22 IF 1 otter two seventy ketchikan

2158:24 N270 go ahead

2158:26 IF1 atis information india is current ah we are currently v f r but it's ah as
always subject to change it is snowing here now

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2158:36 N270 ok if you're v f r we are murphy's landing back for the pull out

2158:44 IF1 otter ketchikan radio roger traffic is the brasilia should be clearing to the west climbing i f r no other reported

2158:52 N270 ok were just at the pull out we'll make a turn by ah narrows back to the pull out we're at murphy's landing now

2158:58 IF1 roger
2159

End of Transcript