

SECTION 9.
Transcription of Voice Recording(s)

FTW-FCFSS-0094
N225CD

Memorandum

DATE: August 29, 2013
 TO: Aircraft Accident File FTW-FCFSS-0094
 FROM: Fort Worth Automated Flight Service Station
 SUBJECT: INFORMATION: Partial Transcript
 Aircraft Accident, N225CD
 Chesterfield, MO, August 03, 2013

This transcription covers the Fort Worth Automated Flight Service Station (FCFSS) WS012 PF position for the time period from August 03, 2013, 0821:56 UTC, to August 03, 2013, 0836:18 UTC.

Agencies Making Transmissions

Fort Worth, FCFSS, WS012
 SR22, N225CD

Abbreviations

WS012
 N225CD

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N225CD.



Jeremy DeHaven
 Quality Assurance Engineer
 Fort Worth FCFSS

0821:56 0822	WS012	lockheed martin flight service station hello
0822:01	N225CD	let's get a briefing for flight from sierra uniform sierra to winslow uh that's india november whiskey
0822:14	WS012	alright what is your aircraft i d
0822:16	N225CD	two two five charlie delta
0822:18	WS012	alright shiv patil and give me your um your departure point again
0822:24	N225CD	sierra uniform sierra

0822:27 WS012 alright and are you planning i f r or v f r flight

0822:32 N225CD i f r

0822:35 WS012 and what time are you departing

0822:37 N225CD in about two hours

0822:41 WS012 in about two hours alright and

0822:45 N225CD (unintelligible)

0822:46 WS012 go ahead

0822:47 N225CD i noticed that there's mist in sierra uniform sierra and then there's a thunderstorm right in the path so i need to probably have a northward deviation

0822:58 WS012 alright and um what altitude are you planning and how long will the trip take just a guess

0823:04 N225CD uh i'll take a stopover somewhere in the middle probably sierra kilo xray

0823:11 WS012 okay

0823:12 N225CD and that stop over will be four hours and twenty four minutes i have fuel of six hours

0823:21 WS012 alright and what altitude do you usually fly

0823:24 N225CD uh six thousand to eight thousand feet

0823:30 WS012 alright stand by let's see what's happening

0823:37 N225CD thank you

0823:42 WS012 okay well we're looking at uh two frontal systems one extending from denver through northern kansas northern missouri with a stationary front slant warm front

extending along the oklahoma kansas border into arkansas between the fronts we are showing thunderstorm activity and checking the weather advisories actually there's an airmet for i f r conditions in missouri central missouri through saint louis um and that's gonna to continue uh through mid morning and also i f r through western kansas eastern uh colorado and that's gonna to continue through mid morning also at least uh checking other weather advisories okay um i'm showing a couple of convective sigmets i'm showing convective sigmet two one central for a area of thunderstorm activity through southern and central missouri and that's (unintelligible) along with weather watch four sixty one for the same area and then i'm showing convective sigmet two two central uh covering all of central and southeastern kansas that's a area of severe thunderstorms moving to the east at three zero tops above flight level four five zero the first convective sigmet it is a area of severe thunderstorms moving to the east at two zero tops above flight level four five zero so you're right if you wanted to avoid the uh thunderstorm activity you'd have to at least (unintelligible) north you'd have to at least go to kansas city

0825:17 N225CD north of kansas city right

0825:19 WS012 even north of kansas city right right

0825:22 N225CD either that or just head south and missed completely by heading perfectly south for about forty five minutes and then turn west

0825:31 WS012 um yeah but that's kind out in front of the the thunderstorms since everything's moving to the east but the whole system is moving to the south uh yeah so you're better off going around north end of it

0825:43 N225CD okay that is great *(advise) so so let's choose a point somewhere uh like hauen municipal or

0825:58 WS012 do you mean somewhere uh do you want to know a route to get on the north end of it or you gonna uh or are you trying to choose a point where you can stop for fuel

0826:05 N225CD stop for fuel as well there's someplace in i believe in kansas which has uh

0826:12 WS012 let's see (unintelligible)

0826:13 N225CD (unintelligible)

0826:14 WS012 (unintelligible) around the north end of it and would like hays kansas and then *(garden)

0826:19 N225CD hays

0826:20 WS012 yeah h y s or garden city

0826:22 N225CD h y s

0826:23 WS012 yeah or g *(c) k um probably (unintelligible) that probably g c k would probably be half way going around the north end of it

0826:33 N225CD okay

0826:34 WS012 and that should (unintelligible)

0826:37 N225CD yeah that is perfect

0826:39 WS012 yeah you need to go up towards saint joe though s t j to get around the north end of it somewhere in there

0826:46 N225CD okay so i'll i'll file for g c k then hum

0826:50 WS012 okay did you want a standard briefing or is this kind of what you needed

0826:53 N225CD uh a standard briefing would be great and actually i did file it online

0826:57 WS012 okay so you already filed the flight plan alright um let's go ahead and run through the briefing then we'll try and do something about the flight plan um actually if you're not leaving for another two hours then uh we i probably can't do anything with the flight plan until it comes into the center's system which would probably be like an hour before you'd leave any way back to spirit current conditions automated surface wind calm

visibility two and one half and mist two hundred scattered let me change the route stand by one moment alright let's see alright back to the uh current reports um as you fly through central missouri you'll be overflying i f r maybe even low i f r conditions and then up around uh saint joseph missouri its ceiling is seven thousand overcast as you turn back to the uh west southwest at that point actually through central kansas through russell kansas there (unintelligible) this is some low i f r due to low stratus and fog their visibility's three and mist ceiling three hundred overcast and by the time you get to garden city they're reporting automated surface winds zero four zero at eleven visibility unrestricted clear below twelve thousand feet and then it looks like v f r conditions from that point all the way out to um winslow winslow reporting automated surface wind calm visibility ten clear below twelve thousand feet temperature one eight dew point one four now the uh forecast through missouri let's see en route uh the northern quarter of missouri eight thousand scattered central missouri four thousand broken tops at eight thousand feet isolated thunderstorms and light rain showers cumulonimbus tops to flight level four zero zero after nine zulu two thousand broken visibilities three to five and mist isolated thunderstorms and light rain showers so looks like through central missouri the visibilities are only going to get worse through mid morning okay into

0829:15 N225CD okay

0829:16 WS012 into kansas alright northeastern kansas since you'll be flying that direction three thousand broken visibilities three to five in mist south let's see western third of kansas and north central kansas four thousand overcast tops at eight thousand feet visibilities three to five in mist colorado uh scattered cirriform clouds new mexico portion you'll be flying through en route uh fifteen thousand broken tops to flight level three zero zero widely scattered light rain showers isolated thunderstorms and light rain showers so you need to make sure garden city you get another uh update and northeastern arizona just scattered to broken cirriform clouds for the time that you'll be in that area comparing those forecasts to first of all the terminal for garden city you said it would take you about four and half hours or four hours at least to garden city is that about right

0830:43 N225CD yes um garden city it would be three hours

0830:46 WS012 three hours okay between nine and fifteen zulu surface

wind is zero six zero at twelve visibility five in mist ceiling two hundred overcast uh oh it looks like at garden city there going to be low stratus and fog form in the next hour or *(so) and it's gonna stay till mid morning so that may not be the best plan because of the low i f r

0831:12 N225CD i see for three hours um so till about six thirty seven o' clock

0831:18 WS012 well it's gonna form um over the next hour and it could stay as long as ten o' clock in the morning after ten o' clock local in the morning

0831:26 N225CD oh i see

0831:27 WS012 ceiling two thousand five hundred broken visibility unrestricted and surface wind zero five zero at twelve gusts to eighteen let's see how far that now guymon oklahoma in the oklahoma panhandle can you make it that far

0831:46 N225CD uh what's the identifier

0831:48 WS012 golf uniform yankee

0831:51 N225CD golf uniform yankee

0831:53 WS012 correct it's in the oklahoma panhandle
0832

0832:03 N225CD yes that's easily doable three hours twelve minutes

0832:05 WS012 okay guymon's forecasting surface winds zero four zero at niner visibilities unrestricted twenty five thousand scattered uh the only problem is you'll probably be on top of low overcast over much of that flight

0832:32 N225CD i could be legal an hour further southwest

0832:34 WS012 okay guymon should be good but it but dalhart is probably actually even a better airport to stop at

0832:40 N225CD which one i'm sorry can i have that identifier

0832:43 WS012 delta hotel tango

0832:50 N225CD okay
0833

0833:02 WS012 i don't know that kind of (unintelligible) gets you that kind of gets you off track a little bit if you're going up to saint joe though you're a little bit south of your route um i don't know of any real good airports there in southeastern kansas uh southeastern colorado maybe la junta but you'd have to check their services but they should be good also and la junta is um lima hotel xray

0833:24 N225CD i think that's not a bad idea um going that way

0833:31 WS012 up to la junta

0833:33 N225CD uh to uh dalhart municipal

0833:35 WS012 dalhart okay yeah because once you make it to dalhart it'd be smooth sailing from there over to winslow

0833:41 N225CD right yeah let me do that

0833:46 WS012 alright and then the forecast for winslow terminal forecast i don't even know how long that would take you to get there probably nine thirteen hours on the ground fourteen and another couple alright um the forecast prior to twenty zulu surface wind one two zero at eight visibility unrestricted ceiling fifteen thousand broken chance of middle of the afternoon thunderstorms uh into arizona okay let's see um alright uh winds aloft you said you wanted winds about six thousand feet is that right

0834

0834:32 N225CD yes six thousand nine thousand would be awesome please

0834:34 N225CD okay starting off at six thousand three two zero at eleven niner thousand three zero zero at seventeen a little bit of headwind but not too bad through central kansas six thousand one six zero at six niner thousand two six zero at eleven let me do something real quick alright and then into um new mexico after fifteen zulu six thousand light and variable niner thousand two four zero at twelve and at closer to your destination six and niner thousand light and variable uh no t f rs if you decide to use dalhart as your stop i'll go ahead and

look at the notams alright checking the notams s u s you
don't care about the i l s d h t all surfaces in
progress mowing and a tower light outage advise if you
need the tower light outage pilot weather reports are
requested for additional en route weather contact flight
watch one two two point zero

0835:57 N225CD great sir you have a great day

0835:59 WS012 alright should we try and do something with your flight
plan or you're going to try and retrieve it online and
change it

0836:04 N225CD oh i'll just file a new one to d h t

0836:09 WS012 do you wanna go ahead and do that with me right now

0836:12 N225CD already did it

0836:13 WS012 i already did it okay alright what else then

0836:16 N225CD thank you very much and have a great day

0836:18 WS012 you too bye

End of Transcript

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