

NTSB: ERA18FA114

Hydro, Oklahoma | N7019N

Flight Path Overview
Excerpts of FAA Air Traffic Control Transcript
Map of Surrounding Area Weather Reports

Transmissions from FAA Air Traffic Control Transcript

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Radar Contact Lost – 2137 CDT (0237 UTC)



Transcript

Pilot - 2125:37: negative i've i (unintelligible) turn to uh try* to get down underneath it what are they reporting over there at oklahoma city right now

OKC APR - 2125:45: at oklahoma city were showing uh a ceiling of one thousand one hundred

Pilot - 2125:50: okay roger that and uh i've got two niner eight zero on the altimeter

OKC APR - 2126:54: november one niner november uh hinton is uh is to your west about five miles if you'd like to try for that

Pilot - 2127:00: okay uh off my left you say

OKC APR - 2127:03: it's to your west northwest

Pilot - 2127:05: to the northwest

OKC APR - 2127:16: to be exact hinton is uh six miles uh six point three miles to your west northwest of heading of uh suggested heading of two niner seven

Pilot - 2127:25: okay two niner seven it is one niner november

OKC APR - 2128:26: and november one niner uh november hinton is uh twelve to one o'clock err twelve o'clock and three miles

OKC APR - 2128:39: bonanza seven zero one niner november oke city approach

OKC APR - 2128:53: bonanza seven zero one niner november oke city approach if you hear this transmission ident

Pilot - 2128:56: one niner november i'm hearing you i'm still trying to get out of these clouds here uh i'm uh headed over towards hinton right now but i'm going to go back out to the west and see if i can get underneath

OKC APR - 2129:08: november one niner november roger

* Full Transcript Available in Docket

**All altitudes mean sea level, all times local (CDT)

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Transcript

Pilot - 2131:26: oke city uh this is bonanza one nine november uh i'm still uh trudging out to the west here i'm still trying to get back out of it uh could you give me the el reno awos

OKC APR - 2131:38: bonanza one niner november affirmative how do you hear

OKC APR - 2131:50: bonanza one niner november oke city approach

Pilot - 2131:53: yeah bonanza one nine november go ahead

OKC APR - 2131:55: i i can't tell if you hear me or not

Pilot - 2132:00: okay i'm i'm uh i'm trying to uh i'm still trying to get out of this i i see it's clear above i'm just going to climb back up here

OKC APR - 2132:17: okay for bonanza one niner november the uh weather at el reno is seven miles of visibility with eight hundred overcast

Pilot - 2132:24: okay that explains it alright very good

OKC APR - 2132:52: bonanza one niner november contact fort worth center one two eight point four you're radar contact with them they will work with you and talk to you

Pilot - 2133:00: okay sounds good one twenty eight four gone

Pilot - 2133:05: okay fort worth center bonanza seven zero one nine november we're uh back v f r on top again

OKC APR - 2133:10: still transmitting on oke city approach

Pilot - 2133:12: alright roger that



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Transcript

Pilot - 2133:19: okay fort worth center bonanza seven zero one nine november's with you at thirty five hundred

FTW CTR - 2133:21: seven zero one nine november fort worth center roger and what's your intentions

Pilot - 2133:25: okay my intentions are now that i've got myself out of the clouds i'm back up on top here i'm going to try to go out to the west and get and slide in underneath it

FTW CTR - 2133:35: fly out west to where and try to get back to where

Pilot - 2133:38: okay i'll try and go out towards hinton oklahoma and uh i'll try and get on the outskirts of this overcast and try to go underneath it to go to uh el reno

FTW CTR - 2133:47: roger

FTW CTR - 2138:03: november seven zero one nine november radar contact lost say altitude

* Full Transcript Available in Docket
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Complete Overview of Radar Track

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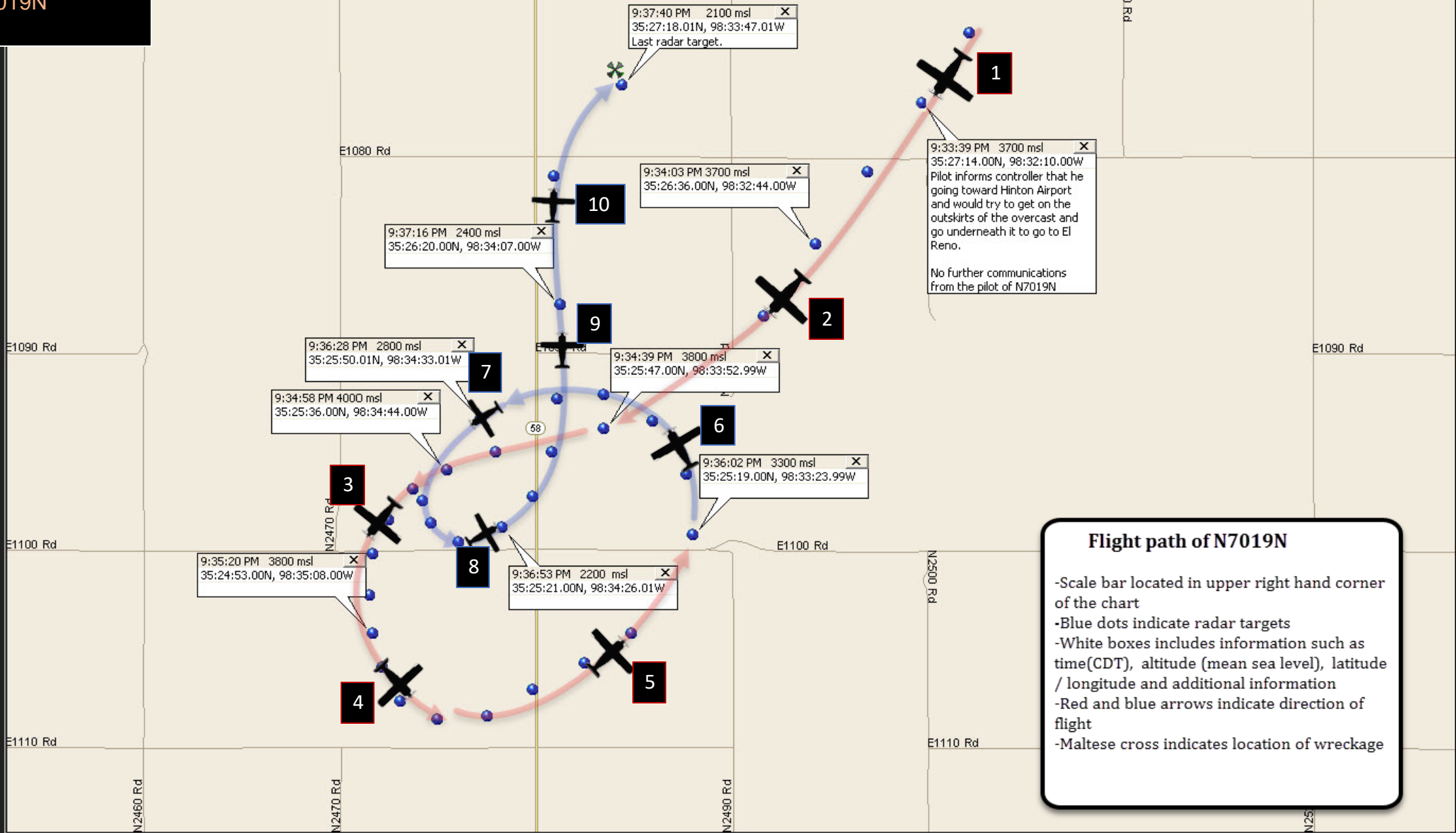


Final Flight Path

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United States Oklahoma

0 mi 0.5 1 1.5

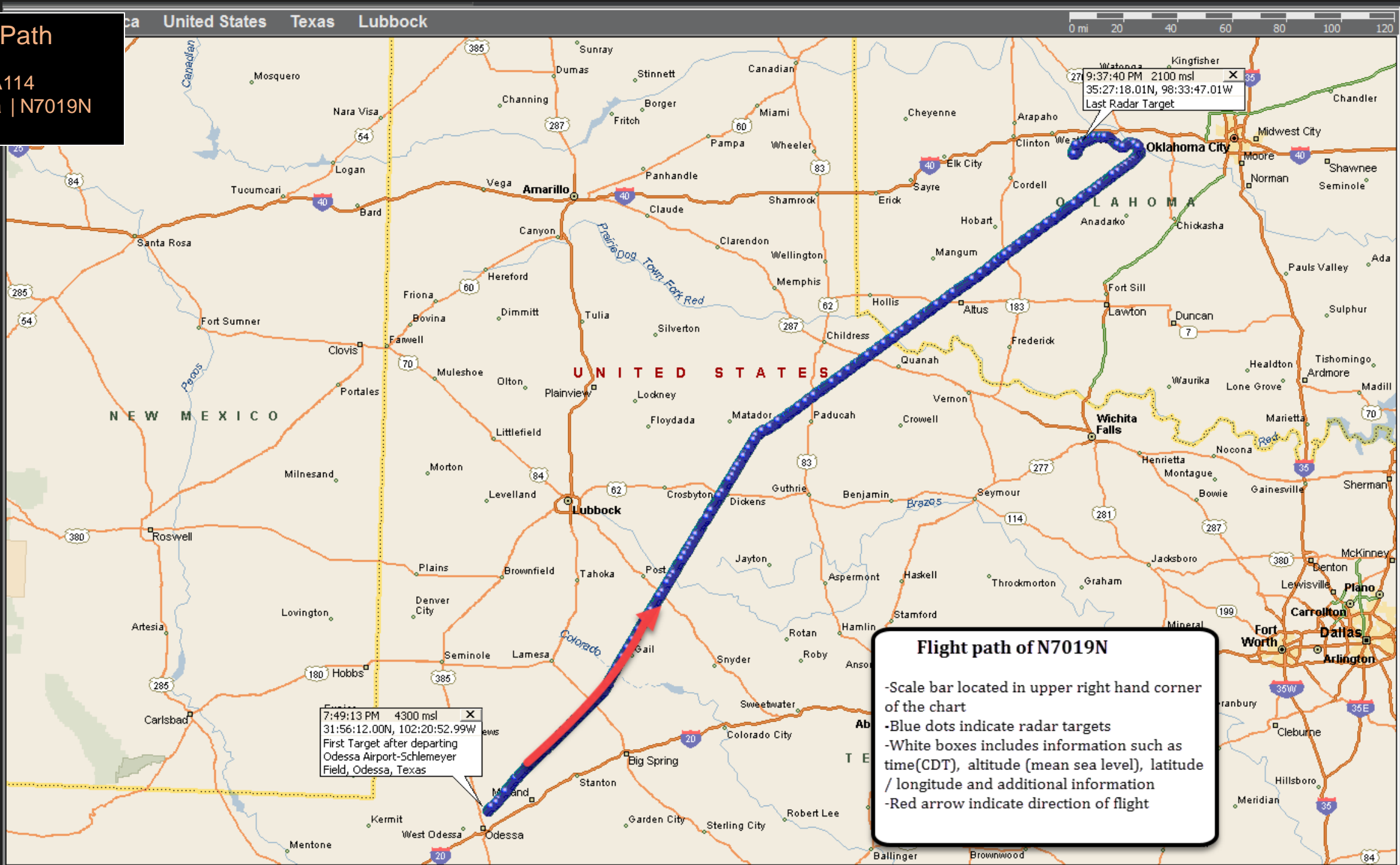


Flight path of N7019N

- Scale bar located in upper right hand corner of the chart
- Blue dots indicate radar targets
- White boxes includes information such as time(CDT), altitude (mean sea level), latitude / longitude and additional information
- Red and blue arrows indicate direction of flight
- Maltese cross indicates location of wreckage

Entire Flight Path

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Flight path of N7019N

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- White boxes includes information such as time(CDT), altitude (mean sea level), latitude / longitude and additional information
- Red arrow indicate direction of flight

Surrounding Hourly Weather Observations (METARs)

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Radar Contact Lost – 2137 CDT

KOJA METARs
2115 CDT: 13014G20KT 7SM SCT010 SCT013 17/16 A2976
2135 CDT: 12011G18KT 7SM OVC008 17/16 A2977
2155 CDT: 12009G14KT 7SM OVC008 17/17 A2977
2215 CDT: 13012G17KT 7SM OVC006 17/17 A2977

K208 METARs – No Recorded Weather Information Available

KRQO METARs (Destination)
2055 CDT: 13017G23KT 7SM OVC010 17/16 A2980
2115 CDT: 13018KT 7SM OVC008 17/16 A2980
2135 CDT: 14019G25KT 7SM OVC008 18/16 A2980
2155 CDT: 14021KT 7SM OVC008 17/16 A2980
2215 CDT: 14018KT 7SM OVC008 17/16 A2980
2235 CDT: 14019G23KT 7SM BR OVC006 17/16 A2980
2255 CDT: 14017KT 7SM BR OVC006 17/16 A2980

KCSM METARs:
2053 CDT: 13019G25KT 9SM CLR 18/14 A2973
2153 CDT: 12014KT 8SM SCT012 17/14 A2976
2253 CDT: 13014KT 8SM CLR 17/16 A2976

KHBR METARs:
2053 CDT: 12014KT 9SM CLR 21/16 A2973
2153 CDT: 13015KT 10SM CLR 21/17 A2974
2253 CDT: 15026G31KT 10SM CLR 21/17 A2974



KCHK METARs
2055 CDT: 13011KT 10SM OVC009 18/16 A2975
2115 CDT: 13015KT 10SM OVC009 18/16 A2976
2135 CDT: 12018G22KT 7SM OVC009 18/16 A2976
2155 CDT: 12018G21KT 7SM OVC007 18/17 A2975
2215 CDT: 13016G21KT 7SM BR OVC007 18/17 A2976
2235 CDT: 13015KT 7SM BR OVC007 18/17 A2976