



**National Transportation Safety Board  
Office of Aviation Safety – Central Region**

**Transcript – Flight Service Station Communications**

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This transcript was prepared by the National Transportation Safety Board from the recording provided by the Lockheed Martin Contract Flight Service Station (FSS). The recording concerned communications between N8700E and work station 33 inflight. The recording was certified by Mark Rempfer with Washington FAA Contract FSS and contained communications made on April 27, 2014, from 2211 to 2217 coordinated universal time.

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PILOT: Amarillo radio, Lance 8700Echo

FAA: Lance 8700Echo this is Ft Worth radio go ahead

PILOT: Fort Worth Radio, can I get some winds aloft from you, do you have that information

FSS: 8700Echo affirmative. What is your present position, altitude, and your destination

PILOT: Currently 3,300, 38 miles west of the Borger VOR, and we are direct to North Platte, Nebraska

FSS: Lance 00Echo roger, and are you VFR or IFR, sir

PILOT: VFR

FSS: Lance 8700Echo roger. It looks like along your route of flight at this time winds aloft at 6,000 about 280 at 2 4 at the south end, midpoint along the route it looks like they're gonna be running about 310 at 4 1, and at the north end of the route looks like they're going to be, looks like they're probably gonna be closer to about 160 at 3 0. At 9,000 starting off about 280 at 2 6, midpoint along the route about 290 at 2 0, and at the north end of the route looks like they'll be running about 170 at 3 2.

So there is gonna be a change in direction as you get up to the northern end. You're on the north side of a low pressure rotation. That low pressure center is currently right on the northwestern corner of Kansas, Colorado, Nebraska intersection, so you're getting the winds to the east of your route in north-central Kansas pushing quite a bit more northerly as you get into the North Platte vicinity. Over

PILOT: Oh, okay. Sounds good. We'll just stay over that, then. Thanks a lot.

FSS: 00Echo roger. The current Borger, well actually Dumas altimeter would be closer to you, they're showing 2935. I do have AIRMETS in effect for turbulence and sustained surface winds in excess of 30 knots along the route also I have AIRMETS or excuse me, I have weather advisories for thunderstorms at the north end of your route and there's also a SIGMET in effect in your general area for reduced visibilities below 1 5 thousand due to blowing dust, or dust storms. Do you need updates on any of those

PILOT: I can I actually provide an update over here. It's clear, we are at 8,400, and it's clear, visibility is unrestricted

FSS: Lance 00Echo roger. I understand your present position at 8,300, clear sky and unrestricted visibility is that correct

PILOT: Uh, no, it's not clear above us but where we're at it's clear. It's broken above us a little bit but it's clear where we're at

FSS: Lance 00Echo, roger. Do you have an estimation of what the base of that cloud layer is and whether it's scattered, broken, or overcast

PILOT: I would say it's about 10,000, broken

FSS: Lance 00Echo, roger. I understand broken layer base is 1 0 thousand, and I show the tops as unknown for that. Anything else I can put on there for ya

PILOT: I don't think so. Thanks for your help

FSS: Lance 00Echo, roger. Pilot report has been filed. Thank you again. For additional weather information contact flight watch at 122.0. You have a safe flight

PILOT: Thanks. Have a good day