



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

Memorandum

Green Bay AFSS
1971 Airport Drive
Green Bay, WI 54313

Subject: INFORMATION: Transcription concerning
the accident involving N22CN Piper Cheyenne
on November 30, 1994 at 0257 UTC

Date: December 7, 1994

From: Green Bay AFSS

Reply to
Attn. of:

To:

This transcription covers the Green Bay AFSS Preflight 11 position for the time period from November 29, 1994, 2018 UTC to November 29, 1994, 2028 UTC.

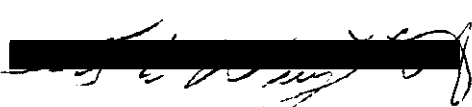
Agencies Making Transmissions

Green Bay Automated Flight Service Station
Minneapolis Air Route Traffic Control Center
Piper Cheyenne N22CN

Abbreviations

GRB AFSS
ZMP ARTCC
N22CN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the aircraft accident involving N22CN.


Tim E. Wright
Quality Assurance and Training Specialist
December 7, 1994

2013

2014

2015

2016

2017

2018

2018:05 GRB AFSS Green Bay flight service may I help you

2018:09 N22CN Yes this is Cheyenne two two charlie november and i'm going to depart
eau claire in about twenty minutes fly over to appleton drop someone off
then back to lacrosse then i'm going to kalispell montana that's f c a and eh
I I know what the weather is here in wisconsin I been flying around today I

just need the current at appleton to see if I need to file and the weather between lacrosse and kalispell

2018:46	GRB AFSS	Okay current weather at la at appleton they're reporting two thousand scattered estimated ceiling three thousand broken visibility twenty temperature thirty one dew point twenty wind two six zero at ten and the altimeter three zero zero zero and do you have the airmets eh you said here in the wisconsin area for icing and turbulence
2019:08	N22CN	Yes
2019:09	GRB AFSS	Okay
2019:10	N22CN	What's lacrosse
2019:11	GRB AFSS	Ah lacrosse currently is ah twenty five thousand thin broken visibility fifteen temperature thirty one dew point nineteen winds two niner zero at five and the altimeter three zero zero eight and as far as the weather from lacrosse to kalispell...ah what time are you planning on departing eh lacrosse area
2019:41	N22CN	Probably looks like at five
2019:45	GRB AFSS	And what altitude you pra planning on going out there
2019:47	N22CN	eighteen or above
2019:52	GRB AFSS	Okay eh basically what we're looking at eh we've got high pressure ridge eh from the wisconsin area through the eh minnesota dakotas area into ah much of the montana area ah we do have a frontal system that's approaching the ah ah west coast moving in from the north west and ah looks like that is spreading some weather into the washington idaho extreme western montana area that's moving south eastward as far as

airmets ah airmets in effect for the montana area for some ah occasional moderate turbulence ah below fifteen thousand feet ah also some upper level turbulence that's for ah occasional moderate to isolated severe turbulence from eight thousand feet up through flight level two two zero also potential for low level wind shear and icing in the western half of montana light to occasional moderate rime and or mixed icing in clouds and precipitation from five thousand feet up through seventeen thousand feet and ah potential for some mountain obscuration in the western montana area as far as eh weather enroute ah well it looks like pretty good v f r conditions ah along that route of flight ahm for your destination the automated weather there reporting measured ceiling three thousand four hundred overcast visibility ten temperature thirty two dew point twenty four winds one five zero at eleven and the altimeter two niner eight five ah as far as pilot reports I don't see any significant pilot reports along that route of flight and do you want the enroute forecast

2021:38	N22CN	Ah no I tell if you now if you'll just give me the winds at eighteen and twenty four that'll be all
2021:43	GRB AFSS	Okay ah do you want eh kalispell's terminal or
2021:47	N22CN	Yeah yeah give me the kalispell
2021:49	GRB AFSS	Okay
2021:50	N22CN	terminal (Unintelligible)
2021:51	GRB AFSS	Kalispell terminal forecast eh from twenty two hundred zulu up through zero four hundred zulu is two thousand scattered occasionally broken four thousand broken occasional visibilities two miles light snow and the winds one seven zero twelve with gusts to eighteen after zero four hundred zulu three thousand scattered occasionally broken seven thousand broken chance of four miles visibility light snow showers and the winds one niner zero at ten and eh you want winds aloft for what altitude
2022:22	N22CN	Eighteen and twenty four please

2022:24	GRB AFSS	Okay in the lacrosse area at eighteen thousand three three zero at eleven twenty four thousand three six zero at five ahm alexandria minnesota winds at eighteen two six zero at twenty one twenty four two seven zero at twenty one ah bismark ah let me do somehin ... ah dinkinson north dakota winds at eighteen three zero zero at fifty twenty four thousand three one zero at sixty three in the ah central montana area at eighteen thousand three zero zero at about sixty eight twenty four thousand three zero zero at seventy nine and in the kalispell area at eighteen thousand two niner zero at seventy twenty four thousand two niner zero at eighty three notice to airmen at lacrosse runway one eight and three six is closed except ah thirty minutes prior permission that's from ah thirteen hundred zulu through twenty three hundred zulu daily at ah kalispell vor frequency is now one one three point two at kalispell runway two and two zero ah runway is sanded and let me check enroute ... I don't see anything else as far as local notams standby do you have the notams at appleton
2023:56	N22CN	Yes
2024:05	GRB AFSS	runway one eight and runway two one that's all I have do you have any questions
2024:13	N22CN	No let me file with ya
2024:15	GRB AFSS	Go ahead
2024:16	N22CN	Ah I have a plan that was departing at ah one o'clock local from eau claire back to appleton if that's in the system if you could just put that to ah three o'clock departure it would work ... is there any way to check
2024:30	GRB AFSS	Yeah eh standby and that was for from eau claire to appleton
2024:34	N22CN	Yes sir
2024:35	GRB AFSS	Okay standby please ... line clear

2024:56 ZMP ARTCC Minneapolis center flight data this is Brenda

2024:58 GRB AFSS Yea this is green bay radio ah do you have a flight plan on ah november
two two charlie november

2025:03 ZMP ARTCC Proposed out of eau claire at one niner zero zero

2025:07 GRB AFSS Yeah can you change that to two one zero zero please

2025:10 ZMP ARTCC Sure

2025:11 GRB AFSS Right thank you

2025:11 ZMP ARTCC all right (unintelligible)

2025:12 GRB AFSS C H ... Okay sir I have you proposed out of eau claire to appleton at ah
twenty one hundred zulu

2025:19 N22CN Great Okay let's do appleton to lacrosse

2025:25 GRB AFSS Okay and ah go ahead with the flight plan

2025:32 N22CN Oh pardon me a second ... I got chOkayed ah Okay flight plan i f r
(unintelligible) two two charlie november p a y e slash romeo two hundred
forty knots and i'll depart appleton at ah three thirty local and i'll ah fly at
ah eight thousand feet appleton direct lacrosse that'll take forty minutes
and i'll have two hours fuel my name is charles fain f as in frank a I n
jefferson city missouri j e f [REDACTED]
there'll be one on board and it's brown and orange on beige

2026:28 GRB AFSS Ah standby ... I have that one on file out of lacrosse at what time

2026:35 N22CN Ah lacrosse at ah let's see sixteen that'll be twenty three hundred that's five o'clock right

2026:44 GRB AFSS That's correct

2026:46 N22CN Ahh and i'll ah fly at flight level two two zero lacrosse direct kalispell that'll take four and a half hours and I have five and a half hours of fuel and there'll be two on board

2027:08 GRB AFSS Okay flight plans on file anything else I can do for ya

2027:11 N22CN That's it thanks a million

2027:12 GRB AFSS Your welcome have a good flight and preciate any pilot reports

2027:14 N22CN Bye

2027:14 GRB AFSS Bye

2028
2029
2030
2031
2032

End Of Transcript



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

AIR ROUTE TRAFFIC CONTROL CENTER
2150 WEST 700 NORTH
SALT LAKE CITY, UTAH 84116

Subject: INFORMATION: Transcription concerning the
aircraft accident involving N22CN
Piper Cheyenne on November 30,
1994 at 0257 UTC

Date: DEC 19 1994

From: Salt Lake City ARTCC

Reply to
Attn of:

To: This transcription covers the Salt Lake City ARTCC Sector 17 Radar Position for the time period from November 30, 1994, 0155 UTC to November 30, 1994, 0315 UTC.

Agencies Making Transmissions

Salt Lake City ARTCC, Sector 17 Radar
Piper Cheyenne N22CN
Northwest 281
Cessna Conquest N88GW

Abbreviations

R17
N22CN
NWA281
N88GW

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N22CN.

Richard D. Seaman
Quality Assurance Specialist
December 5, 1994

0155

0156

0157

0158

0159

0200

0200:18 N22CN salt lake center this is cheyenne two two charlie november with you at two four zero over

0200:24 R17 cheyenne two two charlie november salt lake center roger good evening

0201:00

0201:02 R17 cheyenne two two charlie november for the ah military airspace ah bearpaw hayes area that's active right now your cleared direct to great falls and then kalispell

0201:14 N22CN ah cleared direct great falls and then kalispell two charlie november and and I may have to go down to great falls for fuel anyway i'll get back to you

0201:21 R17 roger that thanks

0202

0203

0203:33 N22CN ah salt lake this is cheyenne two two charlie november

0203:36 R17 cheyenne two two charlie november go ahead

0203:38 N22CN ah two charlie november is gonna want to go down in ah great falls for fuel over

0203:44 R17 cheyenne two two charlie november roger you're cleared to the great falls airport via direct maintain flight level two four zero

0203:50 N22CN two charlie november roger

0204

0205

0206

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0230

0230:52 N22CN salt lake two this is two two charlie november request

0230:56 R17 two two charlie november go ahead

0230:59 N22CN ah two charlie november would like to go down to two two zero over

0231

0231:03 R17 two two charlie november descend and maintain flight level two two zero

0231:07 N22CN down to two two zero two charlie november

0232

0233

0234

0235

0236

0237

0238

0239

0240

0241

0242

0243

0244

0245

0246

0247

0248

0249

0250

0250:39 N22CN (unintelligible)

0251

0252

0252:05 R17 cheyenne two two charlie november ah i've lost your ah transponder reset squawk seven zero zero three

0253

0253:01 R17 cheyenne two charlie november salt lake

0253:14 R17 cheyenne two two charlie november salt lake center

0253:36 R17 cheyenne two two charlie november salt lake center

0254

0254:26 R17 november two two charlie november salt lake center

0254:43 R17 november two two charlie november salt lake center

0255

0255:39 R17 cheyenne two charlie november salt lake center

0256

0256:24 R17 cheyenne two charlie november salt lake center

0257

0258

0258:02 R17 november two two charlie november salt lake center radar contact lost

0258:35 R17 cheyenne two two charlie november salt lake

0258:47 R17 november eight eight golf whiskey salt lake

02:58:50 N88GW eight golf whiskey go ahead

0258:52 R17 november eight eight golf whiskey could you ah broadcast on this frequency for a two cheyenne two two charlie november and ah see if he's up this frequency

0259

0259:03 N88GW ah roger two two charlie november

0259:06 N88GW cheyenne two two charlie november do you read eight eight golf whiskey

0259:21 N88GW cheyenne two two charlie november ah do you read eight eight golf whiskey

0259:30 N88GW ah center this is golf whiskey there's no answer

0259:33 R17 eight golf whiskey roger thank you

0300

0300:19 R17 northwest two eighty one salt lake

0300:26 NWA281 go ahead northwest two eighty one

0300:28 R17 and northwest two eighty one could you broadcast for a cheyenne ah two two charlie november in that area there

0300:33 NWA281 two two say the frequency or the ah call sign again

0300:36 R17 ah cheyenne two two charlie november

0300:41 NWA281 o k ah cheyenne two two charlie november you read northwest two eighty one

0300:51 NWA281 cheyenne two two charlie november do you read northwest two eight one

0301

0301:01 NWA281 salt lake northwest two eighty one we're not receiving his ah response

0301:05 R17 northwest two eighty one roger thank you

0302

0303

0303:20 R17 cheyenne two two charlie november if you hear me ah reset transponder squawk seven zero zero three

0304

0305

0306

0307

0307:55 R17 northwest two eighty one salt lake

0307:59 NWA281 northwest two eighty one go ahead

0308:00 R17 northwest two eighty one if you could listen to an e l t in that area ah one twenty one point five

0308:06 NWA281 stand by

0308:12 NWA281 no e l t as far as we can tell

0308:13 R17 ah thank you

0308:40 N88GW salt lake eight eight golf whiskey

0308:44 R17 november eight eight golf whiskey salt lake go ahead

ZLC-ARTCC-16,

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0308:46 N88GW did you ever find the cheyenne

0308:47 R17 ah no sir not yet we're still trying ah get him on the freqs

0308:53 N88GW and ah you lost him on radar

0308:56 R17 affirmative ah last ah position by your ah ten o clock and about ah ah stand by in case you go over that way ten o clock and about thirty miles sir if you happen to go over that area

0309

0309:12 N88GW ah roger ah the reason i ask is ah we were looking up this way about ten or fifteen minutes ago and ah there's a large flash occurred it looked like on the ground over

0309:27 R17 eight eight golf whiskey roger thank you

0310

0311

0312

0313

0314

0315

End of Transcript