

SECTION 9
Transcripts of Voice Recordings



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Subject: **INFORMATION:** Partial Transcript;
Aircraft Accident; N10ET; Mitchell, SD;
February 7, 2001

Date: May 21, 2001

From: Huron AFSS

Reply to
Attn of:

To: Aircraft Accident File ZMP-ARTCC-244

This transcription covers the Huron AFSS Preflight One position for the time period from February 7, 2001, 1930 UTC, to February 7, 2001, 1946 UTC.

Agencies Making Transmissions

Abbreviations

Huron AFSS Preflight One
Cessna N10ET

AFSS
N10ET

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N10ET:

James Anez
Support Specialist
Huron AFSS

1930

1931

1932

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1934

1935

1935:19 AFSS huron flight service

1935:21 N10ET yah good afternoon ah november one zero echo tango i'd like to go from ah sioux falls south dakota to rapid city south dakota in about twenty minutes and it's going to take ah an hour and forty five minutes to get there i f r i'd like conditions at rapid city

1935:40 AFSS do you just want rapid city weather not a standard briefing

1935:43 N10ET well yah give me the whole standard briefing yah

1935:45 AFSS okay i'm glad i talked you in to that (laughter) all right we have advisories right now for i f r conditions the entire route also moderate rime or mixed icing in clouds and in precipitation below flight level one eight zero for your entire route what we have right now is low pressure right now it's in ah extreme northeastern colorado it's going to continue to move to the east and that's what is bringing our snow showers throughout the state as some moisture comes up from the gulf and rotates around that low

1936:17 N10ET uh huh

1936:18 AFSS your sioux falls weather right now shows a few clouds at one thousand two hundred then four thousand two hundred overcast and the visibility's one and three quarters light snow and mist winds are zero eight zero at one four gusting to two four the temperature is minus six and the dew point is minus eight and their tower visibility is three rapid city has seven hundred broken one thousand overcast the visibility three quarters with light snow the winds three five zero at one seven and their temperature is minus six dew points minus eight mostly along your route we are generally reporting the i f r ceilings most ah they're either i f r or low marginal you know anywhere

1937:01 N10ET could i have the ceiling at rapid city again

1937:02 AFSS sure it would be seven hundred broken and one thousand overcast

1937:07 N10ET oh thank you

1937:09 AFSS um so mostly along the route you show ceilings between about five hundred up to about one thousand five hundred for the first layer and then some higher layers above between maybe like two to four thousand for um the radar picture right now we are showing the heaviest area of precipitation does uh encompass the northeast quarter of the state so you will be going south of that and so ah there is just widely scattered stuff along your route and ah you know mostly just some very light snow

1937:39 N10ET okay

1937:40 AFSS we have a pilot report fifteen miles to the east of sioux falls and it was a cargo or canadian regional jet they had some icing between four thousand and ten thousand we had also ah a second regional jet that showed light to occasional moderate icing from four to ten thousand and hum your forecast off of sioux falls today looks like you'll have one thousand scattered four thousand overcast and the visibility six with mist winds will be zero niner zero at one four temporary conditions through three zulu of one thousand broken visibility two light snow or freezing drizzle with mist at rapid city looks like let's see twenty (counting under breath) five hundred overcast visibility two light snow and blowing snow winds three six zero at two zero gusting to three zero temporary conditions through one zulu vertical visibility three hundred surface visibility one half light snow n blowing snow do you need winds aloft

1938:53 N10ET ummm six and nine

1938:55 AFSS okay for six thousand at sioux falls one seven zero at two four niner thousand two one zero at three one for rapid city at six thousand zero six zero at niner niner thousand two two zero at eight

1939:11 N10ET uh kay

1939:12 AFSS for your notams at sioux falls the ramp and taxiways have patchy thin packed snow it's sanded and braking action is good except charlie two which is closed because the lights are out of service and there is still numerous birds in the vicinity there is also unlit tower four point five miles east of uh sioux falls at rapid city runway five two three is closed and wun runway one four three two has a twelve inch snow bank on the west side

1939:43 N10ET okay and it was one four three two that's the open one

1939:48 AFSS yah

1939:49 N10ET okay and the snow was on the left side

1939:51 AFSS on the west side

1939:53 N10ET oh okay on the west side kay well i'd like to file

1939:59 AFSS all right go ahead

1940:00 N10ET um i f r november one zero echo tango it's a cessna three ten slash g
um a hundred and seventy knots departing sioux falls um about
fifteen minutes cruising six thousand direct to rapid city hour and
forty five minutes enroute and we've got four hours on board my
name is charles middleton m i d d l e t o n based at hotel hotel golf
my number is [REDACTED] there is
four on board and color is white with a blue stripe

1940:47 AFSS okay your flight plan's filed anything else for you

1940:49 N10ET no that'll do it

1940:50 AFSS okay we'll talk to you later and appreciate any pilot reports

1940:52 N10ET thank you

1940:53 AFSS bye

1940:53 N10ET um bye

1941
1942
1943
1944
1945
1946

End of Transcript



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

Memorandum

MINNEAPOLIS ARTCC

512 Division Street
Farmington, MN 55024

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident;
N10ET; Mitchell, SD; February 7, 2001

Date: June 5, 2001

From: Minneapolis ARTCC

Reply to
Attn of:

To: Aircraft Accident File ZMP-ARTCC-244

This transcription covers the Minneapolis ARTCC Sector 33 radar position for the time period from February 7, 2001, 2010 UTC, to February 7, 2001, 2049 UTC.

Agencies Making Transmissions

Cessna 310, N10ET

Minneapolis ARTCC, Sector 33 Radar Controller

Abbreviations

N10ET

ZMP33R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N10ET:



Rodney A. Anderson
Support Specialist
Minneapolis ARTCC

2010

2011

2012

2013

2014

2015

2016

2016:14 N10ET twin cessna one zero echo tango is with you at six thousand

2016:18 ZMP33R twin cessna one zero echo tango minneapolis center roger
mitchell altimeter three zero zero zero and you getting any icing
there now

2016:27 N10ET ah zero zero zero ah that's affirmative ten echo tango

2016:30 ZMP33R okay i got a no report really negative icing ah the reports have all been from oh six thousand feet all the way up to eleven twelve fourteen thousand feet in your ah route no reports over by pierre

2016:45 N10ET ah thank you ten echo tango
2017
2018

2018:20 N10ET ah twin cessna one zero echo tango requesting ah ten thousand

2018:24 ZMP33R twin cessna ten echo tango climb and maintain one zero thousand

2018:28 N10ET climbing to one zero thousand ten echo tango

2018:56 ZMP33R and twin cessna zero echo tango i do have a merlin on top at one four thousand clear of clouds about thirty miles ahead of you so maybe the higher you go might be able to get a little bit ah out of the cloud just keep me advised

2019:08 N10ET okay thank you i would like to climb to one four thousand ten echo tango

2019:12 ZMP33R you said you are requesting one four thousand

2019:13 N10ET affirmative one four thousand ten echo tango

2019:17 ZMP33R twin cessna one zero echo tango climb and maintain one four thousand

2019:21 N10ET thank you ten echo tango
2020

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2032:11 N10ET ah center this is twin cessna one zero echo tango do you have any reports of anybody between layers anywhere

2032:30 ZMP33R zero echo tango i've got a army forty miles ahead of you descending he is going to let me know what the tops are he is out of thirteen thousand descending now i have no other report for you sir

2032:38 N10ET yea i can't get up to fourteen thousand twin cessna one zero echo tango is there a long runway near where i'm at ah ten echo tango

2032:48 ZMP33R ah one zero echo tango you're right above the mitchell south dakota airport there and the ah runway ah i'll find what the runway length for you momentarily runway one two and three zero i can get the weather for you shortly also

2033

2033:01 N10ET okay thank you ten echo tango

2033:20 ZMP33R and twin cessna one zero echo tango the mitchell runways one two and three zero one seven and three five the ah they're more than five thousand feet long the north south is fifty five hundred feet the northwest runway is six thousand seven hundred feet

2033:39 N10ET ah that sounds real good um do you have the winds there at mitchell ten echo tango

2033:45 ZMP33R yea zero echo tango the winds are zero seven zero at one six they're out of the east northeast at sixteen knots and the approaches are i l s three zero or v o r one two or v o r three zero the weather is showing ah overcast at twelve hundred with light freezing rain and visibility two and one half miles overcast at twelve hundred feet

2034
2034:30 N10ET um twin cessna one zero echo tango would like the g p s runway twelve at mitchell

2034:35 ZMP33R okay one zero echo tango roger you're just about over the v o r now you can turn to the right if you like and join the two niner four radial outbound and pilots discretion maintain four thousand feet unless you want to turn back to the v o r and rejoin the approach course

2034:53 N10ET ah turn right and descend to four thousand feet ten echo tango

2034:56 ZMP33R roger

2035
2035:33 ZMP33R and one zero echo tango what's your heading right now

2035:36 N10ET ah my heading is ah two eight zero ten echo tango what do you recommend

2035:39 ZMP33R ah turn right if able turn right three four zero i'll put you on the outbound radial of the procedure turn and come back that way

2035:47 N10ET ten echo tango three four zero

2036
2036:11 ZMP33R and one zero echo tango when able fly heading three zero zero make the heading three hundred i'm going to parallel the outbound radial and bring you back in with a right turn to join

the approach course inbound

2036:21 N10ET okay heading three zero zero ten echo tango

2036:24 ZMP33R affirmative three zero zero sir

2036:46 ZMP33R and ah one zero echo tango do you have approach plate there ahead of you

2036:50 N10ET yes it's in my lap ten echo tango

2036:53 ZMP33R okay very well

2037

2037:18 ZMP33R and twin cessna one zero echo tango that runway length again is six thousand seven hundred feet by one hundred feet wide so it is fairly long and do so braking action poor report by a kingair that went in there about a half hour ago

2037:26 N10ET ah thank you ten echo tango

2037:32 ZMP33R one zero echo tango roger turn right heading of three six zero now and i'll have you join the approach course here momentarily

2037:39 N10ET right to three six zero ten echo tango

2038

2039

2039:16 ZMP33R twin cessna one zero echo tango turn right heading of zero three zero

2039:21 N10ET right zero three zero ten echo tango

2039:39 ZMP33R twin cessna one zero echo tango continue the right turn heading of ah zero niner zero and join the ah two niner four radial

inbound and report when you're established please

2039:59 N10ET right to a zero nine zero and two nine four radial inbound ten echo tango

2040:02 ZMP33R roger

2041
2041:01 ZMP33R twin cessna one zero echo tango just to let you know i have lost radar contact you are below my radar coverage report when you're established on that radial please

2041:08 N10ET ah ten echo tango will do that

2042
2042:16 ZMP33R twin cessna one zero echo tango do you have your d m e or g p s distance from mitchell

2042:21 N10ET yea i'm ten miles from mitchell right now ten echo tango

2042:26 ZMP33R ten echo tango roger you are cleared for the v o r one two approach to mitchell report when you are established on that radial please maintain four thousand until you are established

2042:34 N10ET ten echo tango four thousand

2042:37 ZMP33R and one zero echo tango do you know what radial you're crossing now

2042:53 N10ET one one five ten echo tango

2043:00 ZMP33R okay you're just about there the one one four inbound will be your approach course

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N10ET

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2043:03 N10ET ah ten echo tango is established

2043:06 ZMP33R one echo zero echo tango roger sir you are cleared for the
approach again change to advisory frequency thats ah should be
one two four correction one two two point eight and report your
down time through radio if you would please once you get on the
ground

2043:21 N10ET ten echo tango

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End of Transcript