

**Specialist's Factual Report – Attachment 2**

**ATC Audio Transcript**

**AIR TRAFFIC CONTROL**

CEN19FA161

**Type Transcript:** Partial Transcript  
**Transcribed:** December 28, 2021  
**NTSB Number:** CEN19FA161  
**NTSB Staff:** Brian Soper

The following is a true transcription of the recorded communications pertaining to the subject accident involving N622MM. The following is a list of facilities, positions, and/or aircraft making transmissions.

ZKC ARTCC / Sector 40 Radar Controller  
N622MM Pilot

ZKC-R40  
N622MM

The following communications was transcribed from certified audio provided by the FAA. Each transmission is organized by time, ident, and transmission. All times are in central daylight time (CDT) unless otherwise noted, ident is the *Abbreviated Title* of the person making the transmission from the list above, and the transmission is transcribed verbatim from the source audio recording. Transmissions not germane to this accident have been omitted from this transcript.

1008:28	ZKC-R40	november six two two mike mike center
1008:30	N622MM	go ahead two mike mike
1008:32	ZKC-R40	november two mike mike i'm showing you climbing and descending understand you have some engine trouble uh let me know if you need anything
1008:38	N622MM	i don't know what to do with this thing i i'm gonna have to shut this engine down when it's at full power
1008:44	N622MM	i've dropped let me tell you what i've done i've dropped the gear gonna get down within range of i - x - d and then until we [unintelligible / another pilot broadcasting at same time]
1009:00	ZKC-R40	november two mike mike [unintelligible / another pilot broadcasting at same time] you said that if you're not at full power you start descending
1009:07	N622MM	i am descending i'm down to thirteen two [unintelligible] i've got full power i've got full power in the right engine [unintelligible / another pilot broadcasting at same time] full Power
1009:18	ZKC-R40	november two mike mike roger do you believe you'll be able to make the new century airport
1009:22	N622MM	i can make the airport but i'm ya know i'm gonna have to shut this engine down on the approach i think

1009:28	ZKC-R40	november two mike mike roger
1009:31	N622MM	[unintelligible - sounded like voice of accident pilot]
1009:39	ZKC-R40	uh november two mike mike descend at pilots discretion now maintain five thousand
1009:43	N622MM	k five two mike mike
1011:54	N622MM	k two mike mikes flyin on one engine
1011:58	ZKC-R40	november two mike mike roger
1012:48	ZKC-R40	november two mike mike traffic at your twelve o clock one zero miles north bound altitude indicates four thousand four hundred altitude unverified type unknown looks like on your present heading you're gonna pass about two or three miles behind him
1013:00	N622MM	alright copy that
1013:40	N622MM	okay uh center two mike mike give me the nearest airport [unintelligible]
1013:44	ZKC-R40	november two mike mike roger the uh butler airport is at your nine to ten o clock and about eight miles
1013:52	N622MM	airport is that
1013:53	ZKC-R40	that is bravo uniform mike
1014:02	ZKC-R40	november two mike mike
1014:25	ZKC-R40	november two mike mike I'm showing if you turn to two five zero heading that'll point you directly at butler airport
1014:49	ZKC-R40	november two mike mike center
1014:50	N622MM	two mike mike we got forty four miles okay we're two five zero heading
1014:57	ZKC-R40	two mike mike affirmative fly heading two five zero two five zero that'll point you directly at butler airport
1015:02	N622MM	and what's the runway heading on that thing
1015:06	ZKC-R40	and the runway headings are one eight and three six
1015:10	N622MM	k copy that
1015:14	ZKC-R40	november two mike mike change to my frequency one two five point five five
1015:25	N622MM	okay i'm up on one twenty five fifty five
1015:28	ZKC-R40	november two mike mike do you want to land on runway one eight

1015:32 N622MM yeah i gotta land on eighteen [unintelligible / another pilot broadcasting at same time] get this on the ground i don't see i don't think i see it

1015:40 ZKC-R40 november two mike mike just fly heading uh two seven zero for now the airport is at your ten o clock and five miles

1015:54 ZKC-R40 november two mike mike descend at your discretion maintain three thousand

1016:00 N622MM okay down to three

1016:03 N622MM still don't see it

1016:08 N622MM i got it

1016:33 ZKC-R40 november two mike mike the johnson county weather is showing the winds at three five zero at uh one one gusting to one six i believe you might have a similar tailwind at butler

1016:45 N622MM yeah i'm tryin to go around on this thing thanks

1017:14 ZKC-R40 november two mike mike you said you have the butler airport in sight

1017:42 ZKC-R40 november two mike mike center

1017:45 N622MM gotcha i'm trying to get this thing under control

1018:11 ZKC-R40 november two mike mike you have the airfield in sight

1018:15 N622MM negative two mike mike yeah i've got it

1018:19 ZKC-R40 november two mike mike cleared visual approach butler airport

1018:46 ZKC-R40 november two mike mike do you have a second to take down a phone number

1018:53 N622MM she's gonna go down [unintelligible]

1019:00 N622MM on highway sixty n-[transmission cut off]

1019:04 ZKC-R40 november to mike mike you said you're goin down the highway six niner

1019:08 N622MM sixty nine i don't know if i can pull this off

1019:12 ZKC-R40 november two mike mike roger

No further transmissions recorded from N622MM

**\*\* END OF TRANSCRIPT \*\***