

TRANSCRIPT

Cessna 172G N994CP

06 July 2019 UTC

1909 to 2002 UTC

Legend:

N994CP

Cessna 172G, November 994 Charlie Papa - CAP2294

R12

Sector 12 radar position, Memphis ARTCC

TIME &
IDENT

COMMUNICATION

1909:15
N994CP MEMPHIS CENTER CAP TWENTY-TWO NINE FOUR, ABOUT
TWO THOUSAND FIVE HUNDRED, GOING TO OXFORD
MISSISSIPPI

1909:24
R12 AND UH, THAT CALL SIGN AGAIN UH, WAS UH, WHAT WAS
IT?

1909:27
N994CP CAP TWENTY-TWO NINETY-FOUR

1909:29
R12 CAP TWENTY-TWO NINETY-FOUR, ROGER AND UH, WERE
YOU LOOKING TO PICK UP FLIGHT FOLLOWING?

1909:34
N994CP YES SIR

1909:35
R12 CAP TWENTY-TWO NINETY-FOUR SQUAWK ONE SIX TWO
FIVE

1909:39
N994CP SQUAWK ONE TWO SIX FIVE

1909:410
R12 AND CAP UH, TWENTY-TWO NINETY-FOUR UH, SQUAWK
SIXTEEN TWENTY-FIVE

1909:45
N994CP CAP TWENTY-TWO NINETY-FOUR SQUAWKIN' SIXTEEN
TWENTY-FIVE

1910:52
R12 CAP TWENTY-TWO NINETY-FOUR, RADAR CONTACT ABOUT
UH, ONE ONE MILES NORTHWEST OF THE BIGEE V O R UH,
SAY TYPE AIRCRAFT AND I THINK YOU SAID YOU WERE
GOING TO OXFORD, CORRECT?

TIME &
IDENT

COMMUNICATION

1911:03
N994CP CAP TWENTY-TWO NINETY-FOUR, CESSNA ONE SEVENTY-TWO, OXFORD IS CORRECT (unintelligible) THESE UH, STORMS

1911:12
R12 CAP TWENTY-TWO NINETY-FOUR, ROGER, THE UH, GOLDEN TRIANGLE ALTIMETER THREE ZERO ZERO THREE AND SAY ALTITUDE

1911:18
N994CP ALTIMETER THREE ZERO ZERO THREE, ALTITUDE TWO THOUSAND FIVE HUNDRED

1911:24
R12 CAP TWENTY-TWO NINETY-FOUR, ROGER, AND I SHOW THAT YOU'RE UH, BASICALLY JUST NOW COMING OUT THE BACK SIDE OF A UH, LINE OF MODERATE, HEAVY AND EXTREME PRECIPITATION THAT IS MOVING OFF TO THE SOUTHEAST

1911:34
N994CP TWENTY-TWO NINETY-FOUR, AFFIRMATIVE

1912:08
R12 CAP UH, TWENTY-TWO NINETY-FOUR, YOU WORKING UH, ARE YOU GOING SOUTHWEST BOUND NOW?

1912:15
N994CP UH, TWENTY-TWO NINETY-FOUR, I AM GOING SOUTHWEST BOUND NOW UHM, AVOIDING STROM SLIGHTLY

1912:22
R12 CAP TWENTY-TWO NINETY-FOUR ROGER, JUST UH, MAINTAIN V F R

1912:25
N994CP TWENTY-TWO NINETY-FOUR, WE'LL, WE'LL MAINTAIN V F R

TIME &
IDENT

COMMUNICATION

1925:02

R12

UH, CAP TWENTY-TWO NINETY-FOUR CHANGE TO MY
FREQUENCY ONE TWO EIGHT POINT FIVE

1925:09

N994CP

CAP TWENTY-TWO NINETY-FOUR CHANGING TO A
FREQUENCY OF, CAN YOU PLEASE REPEAT THAT PLEASE,
ONE TWO

1925:19

R12

AND UH, CAP TWENTY-TWO NINETY-FOUR CHANGE TO MY
FREQUENCY ONE TWO EIGHT POINT FIVE, TWENTY-EIGHT
AND A HALF

1925:27

N994CP

CAP TWENTY-TWO NINE FOUR CHANGING TO ONE TWO
EIGHT POINT FIVE

1937:33

N994CP

MEMPHIS CENTER, THIS IS CAP TWENTY-TWO NINETY-FOUR
AT ABOUT TWO THOUSAND FIVE HUNDRED, V F R

1937:38

R12

CAP TWENTY-TWO NINETY-FOUR, ROGER

1947:57

N994CP

MEMPHIS CENTER, CAP TWENTY-TWO NINETY-FOUR
CLIMBING TO THREE THOUSAND FIVE HUNDRED

1948:00

R12

CAP TWENTY-TWO NINETY-FOUR, ROGER

2000:43

R12

AND CAP TWENTY-TWO NINETY-FOUR, OXFORD AIRPORT
TWELVE O'CLOCK AND ONE ZERO MILES, JUST LET ME
KNOW WHEN YOU HAVE IT IN SIGHT

2000:50

N994CP

CAP TWENTY-TWO NINETY-FOUR, FIELD IS IN SIGHT

TIME &
IDENT

COMMUNICATION

2000:53

R12

AND CAP TWENTY-TWO NINETY-FOUR, ROGER AND UH,
WERE YOU JUST GONNA BE HEADING IN OR WERE YOU
GONNA STAY UP AND DO AIR WORK?

2000:59

N994CP

HEADING UH, DOING A STOP AND (unintelligible)

2001:02

R12

AND CAP UH, TWENTY-TWO NINETY-FOUR, I'M SORRY, DID
YOU SAY YOU WERE GONNA BE UH, COMING BACK UP IN,
SHORTLY?

2001:09

N994CP

CAP TWENTY-TWO NINETY-FOUR WILL BE COMING BACK
UP SHORTLY

2001:13

R12

CAP TWENTY-TWO NINETY-FOUR, ROGER UH, IN THAT
CASE, RADAR SERVICES ARE TERMINATED UH, YOU CAN
MAINTAIN THE UH, SAME SQUAWK CODE AND JUST
REPORT BACK ON THIS FREQUENCY ON THE MISSED
APPROACH

2001:23

N994CP

CAP TWENTY-TWO NINETY-FOUR WILL MAINTAIN
SQUAWK CODE, SIXTEEN TWENTY-FIVE, AND WE'LL COME
BACK UP ON THIS FREQUENCY

(end of transcript)