

TRANSCRIPT: NORTHWEST MOUNTAIN

Denver Center (ZDV): Dean Miller

N787CB: Denver Center, Cirrus seven-eight-seven charlie bravo. We just had a temperature drop of two degrees. I'm going to need to get lower. I'll take any vectors.

MILLER: November seven charlie bravo, roger. Turn right heading of zero-seven-zero.

APPROACH: Sixteen's on.

MILLER: Ah, I need fifteen...I'm sorry sixteen...

MILLER: I need control for right turns on seven charlie bravo. He's getting, uh, two-degree temperature drop. He needs to vector to the east to get away from terrain. I'm gonna take him lower as soon as I can. What's your IFR altitude there?

APPROACH: Oh, uh...

MILLER: That'd be eleven nine or eleven...?

APPROACH: Yeah, eleven nine, right in that area.

MILLER: He can't get in anywhere. Okay...

APPROACH: Okay?

MILLER: Thanks D-M.

MILLER: November seven charlie bravo, uh, right now your IFR altitude is one-two thousand, is the best I can do for about another one-five miles on that zero-seven-zero heading. You gonna be okay there or do you need to turn around and try and find something lower?

N787CB: No, we need something lower immediately please.

MILLER: November seven charlie bravo, I'll get you lower as soon as I can. Right now that's my minimum IFR altitude. If we need to declare an emergency let me know.

N787CB: Seven charlie bravo emergency, descend immediately.

MILLER: November seven-eight-seven charlie bravo roger, maintain one-two thousand, one-one thousand nine hundred as high as, or uh, altitude as high as possible...

N787CB: Turning to a heading of one-five-zero, looking for lower terrain.

MILLER: November seven-eight-seven charlie bravo, roger, uh that'll take a little longer to get out of lower, uh, drafted terrain. Maintain your highest possible altitude sir, and I'll try and get you something going here in a moment with, uh, with some map work.

MILLER: November seven charlie bravo, if you can maintain a more easterly heading, you'll get away from terrain as long as possible or as quick as possible.

MILLER: November seven-eight-seven charlie bravo, the uh, Raton Crews Field Airport is twelve o'clock and about six or seven miles sir. If you see that let me know.

N787CB: Uh, we're IMC in the c-, clouds picking up ice.

MILLER: November seven charlie bravo, roger.

MILLER: Citation four-two papa hotel, can you help me?

N42PH: Yes sir, go ahead.

MILLER: Yeah, I need for you to slow down and relay for november seven charlie bravo, an emergency with icing. Let november seven charlie bravo know he can descend to one-zero thousand eight hundred. I can't talk to him anymore.

N42PH: Okay, he responded back. He heard you. And we'll slow up and hang in the area... The aircraft is in clear air, uh, out of emergency conditions and he said he's in good shape.

MILLER: Alright, november four-two papa hotel, tell him to maintain one-one thousand and proceed to the east, if its VFR to the east at one-one thousand have him come east and to the northeast toward Tobe if

able. And if he's, if he's able to climb to one-two thousand have him do that sir. There is a small area of where the terrain is one-one thousand nine hundred.

N42PH: Okay, center, he says he's out of eleven-two. He's gonna climb up to one-two thousand. He says he's clear of the clouds still.

MILLER: Okay, if he can proceed direct Tobe, tango-bravo-echo, that'll get him toward lower terrain sooner if he wishes. I understand he's VFR, in clear conditions, but have him proceed direct Tobe VOR if able...

N787CB: ...I'm still in the clear at eleven thousand six hundred.

MILLER: November seven-eight-seven charlie bravo, roger. I do have you loud and clear. I'm gonna let you fly about another ten or fifteen miles to the northeast towards Tobe, should still be in the clear and then we'll go back directly to Pueblo. You'll be over terrain where the minimum IFR altitude is niner thousand. We'll have a couple more options at that point.

N787CB: Okay, excellent work. Thanks for all the relay and all the help.

MILLER: You're welcome sir. November four-two papa hotel, thanks for all your help sir.

N42PH: No problem.

N787CB: Thanks from seven-eight-seven charlie bravo as well.