

TRANSCRIPT: NORTHWEST MOUNTAIN REGION

N404CH: Salt Lake City Center, Aztec four-zero-four charlie hotel.

TROY DECKER: Aztec four-zero-four charlie hotel, go ahead sir.

N404CH: Yes sir, we're having some problems with our number two engine, like to divert to nearest airport. Request vectors. Not declaring at this time.

DECKER: Four-zero-four charlie hotel, Anaconda Airport is just off your eleven o'clock and four miles. If you need information on it I can get you that or if you can make Butte, Butte is about ... just picked you up on radar sir, radar contact. One-five miles northwest of (inaudible) approximately Butte Airport eleven o'clock two zero miles.

N404CH: Alright, let's shoot for Butte. We're at one-three thirteen and let's get a descent going and see if we can't get an approach to Butte.

DECKER: Alright sir, let me give you the weather for Butte first. Butte, two-one-one-five special, automated winds three-three-zero and one-eight, gusts to two-four. Visibility one quarter heavy snow. Ceiling six hundred variable. Six hundred. Err, indefinite ceiling six hundred, I'm sorry. Temperature minus three, dewpoint minus six. Altimeter two niner four-six. Ah, lookin' at that weather, sir, maybe we oughtta think of somethin' else.

N404CH: Alright, what's the Anaconda, cause we're, we're shaky on our number two right now. We're going to declare an emergency.

DECKER: Anaconda Airport is eleven o'clock, three miles and ...uh, say flight conditions.

N404CH: Uh, flight conditions right now, we are smooth, um, we're actually able to maintain climb so far. Number two is in and out, um, but we're holding our own so far sir.

N404CH: Ok, right now we are, we are holding our altitude. Number two is still running. We are declaring a formal emergency, seventy-seven hundred. Let's go ahead and shoot for Dillon, weather seems a little bit better.

DECKER: Four-zero-four charlie hotel, roger. Dillon two-one-one-two special. Automated. Winds three-six-zero at one niner. Gusts to two-seven. Visibility one light snow. Mist. Ceiling, one thousand broken. One thousand seven hundred overcast. Temperature minus two. Dew point minus four. Altimeter two niner four-three.

N404CH: Ok, understand that. Uh, Let's shoot for that, then, um, number two is still out. We are in the descent at this time.

DECKER: Alright, four-zero-four charlie hotel, descend and maintain one-two thousand, twelve thousand.

N404CH: Alright descend and maintain one-two, twelve thousand, four charlie hotel.

DECKER: Alright sir. Would going back to Missoula be an option for you?

N404CH: I ... yeah. How's Missoula's weather? Uh, we got smoke coming off our number two right now, four charlie hotel.

DECKER: OK, uh, Missoula is two-one-one-seven special. Winds three-two-zero at one-zero. Visibility one and one quarter. Light snow. Mist. Ceiling seven hundred overcast. Temperature one. Dew point zero. Altimeter two niner six niner.

N404CH: Alright, let's go for Missoula. Our number two is on fire at this time for four charlie hotel.

DECKER: Anaconda Airport is right behind you sir. The only thing is the weather. It's about three miles north of your position. Do you want to try that?

N404CH: Yeah, let's go for it. What kind of approach do they have there?

DECKER: Alright sir, stand by.

DECKER: Alright sir, it's a VOR approach. It's a three-o-seven radial off Coppertown, which you are just about on that now.

DECKER: Alright, November four-zero-four charlie hotel, I had a Dash-8 out of Butte earlier. He said nothing about icing in the area. Airport is about twelve o'clock, four miles. I'm not going to see you on radar much longer sir.

N404CH: Alright, let's shoot for Butte. Let's go for it and let's stick to it. We're going in to Butte.

DECKER: OK, the weather is a lot worse there. Are you still IMC?

N404CH: Yes, that's affirmative. Um, I'd rather have more options with Butte.

DECKER: Alright sir, let's go with the ILS approach into Butte.

DECKER: Alright, November four-zero-four charlie hotel, do you have Coppertown VOR dialed up?

N404CH: Uh yes, that's affirmative. We're also ... WAAS, cleared, so we're loading in the approach for the VOR. Understand it's the Bravo, correct?

DECKER: That is correct sir. If you're able to fly that, I'll stop talking to you on it. But if you need me to detail it further, I'll be more than glad to.

N404CH: Hey, I appreciate your help sir.

DECKER: November four-zero-four charlie hotel, alright sir. Anything else I can get for you right now? No NOTAMS affecting you. Any runway you want, of course. It's just the weather we're looking at sir.

N404CH: Alright, sounds good. Understand it is a weather issue. Um, we are VOR Runway One-Five and we do request crash fire and rescue assistance when we get there please.

DECKER: They're on the way sir.

N404CH: Thank you much.

N404CH: Alright, Salt Lake Center, Aztec four-zero-four charlie hotel we are barely legal VFR. We got the airport. We are VOR left to Runway One-Five at this time. We will switch to UNICOM. You do great work. We appreciate it.

DECKER: Four-zero-four charlie hotel, one-two-three point zero and when you get yourself together, give us a call at the center. If you need the number, call us back or else somebody on the ground.

N404CH: Alright, I appreciate it. Thanks sir.