

Memorandum

DATE: May 16, 2008
TO: Aircraft Accident File LAN-FCF/AFSS-0016
cc:
FROM: Lansing FCF/AFSS
SUBJECT: **INFORMATION:** Partial Transcript
Aircraft Accident, N135UW
La Crosse, WI., May 11, 2008

This transcription covers the Lansing FCF/AFSS DWK003 position for the time period from May 11, 2008, 0217:09 UTC, to May 11, 2007, 0225:36 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Lansing FCF/AFSS	DWK003
Eurocopter N135UW	N135UW

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N135UW.


Ken Latka
Quality Assurance Specialist
Lansing FCF/AFSS

0217:09 DWK003 wisconsin

0217:20 DWK003 lockheed martin flight service

0217:24 N135UW hi this is uh life guard helicopter one three five uniform wiskey looking for do a flight from praire du chien p d c up to la crosse l s e and back to madison wisconsin m s n

0217:37 DWK003 yep uh hang on a minute here your going your going to three places or two places here first your going from praire du chien to la crosse you said

0217:44 N135UW yes

0217:45 DWK003 and then from there back to madison

0217:48 N135UW correct

0217:50 DWK003 alright when are we going to begin this aeronautical adventure

0217:53 N135UW uh about twenty minutes

0217:55 DWK003 okay and uh let's see here what time of aircraft

0218:05 N135UW it's a e c one thirty five helicopter

0218:08 DWK003 alright slant golf uh i assume g p s

0218:12 N8777Q yes

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0218:13	DWK003	about a hundred thirty knots
0218:15	N135UW	correct
0218:17	DWK003	and an altitude of two thousand
0218:20	N135UW	ya that's good enough
0218:21	DWK003	and how long do you think it will take you to get to la crosse
0218:25	N135UW	uh twenty minutes
0218:27	DWK003	and then from there to madison
0218:30	N135UW	uh probably uh close to an hour
0218:35	DWK003	okay will call it an hour and thirty total and will throw life guard in remarks and let's see here will get you a pilot weather briefing here here's he big picture synoptically speaking as soon as my computer here finishes it's little dance just a moment sorry for the delay
0219:10	N135UW	no problem

0219:14 DWK003

okay here's the uh synoptic uh picture for southern wisconsin got a low right now that's tracking uh from uh it's in central uh missouri tracking north eastward towards columbia missouri to your north uh and that by the way is bringing up a lot of warm unstable air into the great lakes uh to the north you have a stationary front from southwestern quebec central ontario keweenaw peninsula northern michigan down through the minneapolis area then it becomes a cold front south southward so a rather complex scenario warm moist air coming in contact with cooler air we are getting some uh light rain along that route of flight uh as of this time and uh we have airmets along your route of flight minnesota iowa missouri wisconsin illinois indiana and kentucky uh for developing i f r conditions uh they say those conditions developing after zero three hundred zulu and were coming up on that time frame right now so we are going to be experiencing deteriorating conditions we also have an airmet for icing moderate icing freezing level to sixteen thousand now the freezing level in the area that you going to be flying in is ranges from six thousand to eight thousand feet so if your flying around two to three thousand don't believe it's going to be an issue for ya

0220:55 N135UW

no

0220:57 DWK003

and we also have uh cough let's see here don't think we have an airmet for turbulence let me verify that however no not at the uh not at the altitudes that you are going to be flying at there we don't have an issue uh with turbulence uh having said all that uh let's take a look here at uh again light rain shower activity from uh prairie du chien up to la crosse and then back over to madison further east you go the less uh in the terms of rain showers that you will be encountering it's just light rain fo far uh we have for current weather at prairie du chien a automated observation with winds zero seven zero at four seven miles visibility and light rain three thousand seven hundred scattered ceilings four thousand four hundred broken eight thousand five hundred overcast temperature twelve dew point niner altimeter two niner six eight over at la crosse clear uh reporting winds zero one zero at five visibility one zero ceiling five thousand overcast temperature ten dew point seven two nine seven two on the altimeter then swinging out of uh la crosse over towards madison uh they indicate uh oh scattered to broken cloud decks ranging from twenty eight hundred up to about seven thousand feet visibility six to seven miles in light rain light drizzle the current madison weather wind zero eight zero at seven visibility one zero ceiling six thousand five hundered broken eight thousand five hundered broken temperature one one dew point four two nine seven one on the altimeter no current pertinent pilot weather reports across your route of flight at this time sir

0223:10 N135UW

okay

0223:11 DWK003 and over southern wisconsin they are uh forecasting till zero five hundred zulu ceiling six thousand this is southwestern wisconsin ceilings six thousand overcast tops fifteen thousand till zero five zulu after zero five zulu ceilings two thousand overcast visibility three to five in light rain and mist that will take up to the outlook period which is going to be around fourteen hundred zulu in the morning forecast conditions for la crosse till zero five zulu winds southeast one three zero at seven visibility unrestricted light rain three thousand five hundred scattered five thousand overcast for madison from zero three hundred to zero six hundred zulu winds zero eight zero at seven visibility unrestricted light rain three thousand scattered four thousand five hundred overcast

0224:23 N135UW okay

0224:24 DWK003 and let's take a look here at winds aloft three thousand feet for la crosse zero eight zero at eleven should pretty much cover that route of light checking here uh let's see la crosse (unintelligible) ya i don't have any t f r s uh that are pertinent at this time praire du chein jet a fuel is unavailable probably already know that

0224:59 N135UW yes i'm i'm good i'm already (unintelligible)

0225:03 DWK003 okay uh just checking notams here for that route of flight

0225:11 N135UW okay i'm gonna have to cut you off here i gotta attend a something here with the patient real quick

0225:15 DWK003 okay uh did you

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0225:17	N135UW	uhm (unintelligible) i'll have to call you back i guess
0225:21	DWK003	i can i can hang on if it's only going to take you a minute or two
0225:25	N135UW	uhm
0225:26	DWK003	it's up to you
0225:18	N135UW	yah i'll get back to ya i guess
0225:30	DWK003	alright sir
0225:31	N135UW	uhm thanks alot
0225:32	DWK003	alright
0225:36	N135UW	(unintelligible) bye

End of Transcript

This portion of the re-recording is not entielly clear, but this represents the best interpretation possible under the circumstances.