

N739FZ: Austin Approach, this is November 739 Foxtrot Zulu.

Stewart Percy, Controller: November 739 Foxtrot Zulu, Houston Approach.

N739FZ: Ellington, I am, uh, in a bit of a pickle here. I am a VFR pilot, I came into IFR conditions, I'm above the clouds, and uh.

Stewart: November 739 Foxtrot Zulu, roger. Squawk 0443 and ident.

N739FZ: Ellington Field, I'm at 0443 on the transponder.

N739FZ: Uh, Ellington, I'm on a westerly heading right now and approaching 6000 feet.

Stewart: November 739 Foxtrot Zulu, roger. You have radar contact about uh 10 miles northeast of the Ellington Field Airport. Altimeter is 29.59 and uh, descend and maintain 5500.

N739FZ: Roger that. Uh, I am uh hoping to get back to LBX.

Stewart: November Niner Foxtrot Zulu, roger. I don't believe we're going to be able to get you back into Lake Jackson right now because of the weather, but we'll see if we can't find an area that has some, um, VFR conditions for you.

N739FZ: I'd much appreciate it, Niner Foxtrot Zulu.

Stewart: November Niner Foxtrot Zulu, you are cleared into Houston Class Bravo airspace. Just fly heading 270 and maintain 5500.

N739FZ: Heading 270, roger.

Stewart: And November 739 Foxtrot Zulu, you are, uh, you are not IFR qualified, is that correct?

N739FZ: That is correct.

Stewart: November 739 Foxtrot Zulu, roger. How much fuel do you have?

N739FZ: I've got, uh, half a tank in each wing, so I've got about two and a half hours.

Stewart: Skyhawk Niner Foxtrot Zulu, there is no airport in the Houston area, um, that has VFR conditions. Um, I did talk to the uh, approach controls over at Austin Approach, and they are VFR Austin if, you uh. I think that's going to be our best bet to just go to the west. Everything to the east is IFR at the moment.

N739FZ: Roger that. I gotta tell you, it's very comforting, guy. I, uh, I was getting a little nervous up here.

Stewart: Niner Foxtrot Zulu, yep, that's no problem. We saw you out there and just glad we were able to get a hold of you and help you out. I am a pilot. I fly, uh, about 200 hours a year, I've been flying um, about 10 or 12 years now, and I have uh almost 2000 hours of flight time.

N739FZ: I've got to tell you, your voice is very comforting. I was getting pretty nervous up here. Thank you so much.

Stewart: That's what we're here for, sir.

Stewart: Skyhawk Niner Foxtrot Zulu, within uh, about, 30 more miles, you'll be on the back side of the front. You'll be on the west side of the front that is moving through the area. And I suspect, that once we got on the back side of the front, that the weather will be improving some. So hopefully we'll be able to find um, a hole to descend down through, uh to get down below these clouds.

N739FZ: Copy that. Uh, I've uh, taken a look at the valleys right now. It uh, it's a beautiful sky up here and does look like it will be clearing out as I continue on. Niner Foxtrot Zulu.

Stewart: Skyhawk 739 Foxtrot Zulu, I'm going to suggest, um, you land at the Giddings Airport, which is about a heading of 290 and 25 miles.

N739FZ: 290, roger that. Let me get down below these clouds.

Stewart: Niner Foxtrot Zulu, roger. Maintain VFR and again, if you can't below the clouds, just let me know and we'll climb back up, uh, up on top of them.

N739FZ: No, I'm in good shape. I'm, uh, able to break under them here in just about uh, three to 500 feet.

Stewart: Very good, thank you.

Stewart: Skyhawk Niner Foxtrot Zulu, you are below the clouds now, is that correct?

N739FZ: Roger that. And uh it's hazy but uh it looks like I am well below the clouds, will be for some while.

Stewart: Skyhawk Niner Foxtrot Zulu, the airport is 12 o'clock and one zero miles, 10 miles.

N739FZ: Airport one zero miles, Niner Foxtrot Zulu.

Stewart: Skyhawk Niner Foxtrot Zulu, just advise when you have the Giddings Airport in sight.

Stewart: November 739 Foxtrot Zulu, uh no traffic between you and the Giddings airport. Radar service terminated. Change advisory frequency approved.