

KEVIN McLAUGHLIN, Southern California TRACON

N499SF: Socal this is four nine nine sierra fox, uh, level at four thousand five hundred, for Torrence, student pilot.

McLaughlin: Niner sierra foxtrot, socal approach, understand your uh oil temperature situation is under control and you're continuing for Torrence sir, is that correct?

N499SF: Uh yeah it's dropped forty degrees so I'm gonna continue to Torrence, thank you.

McLaughlin: Niner sierra foxtrot, roger, advise you have Torrence ATIS information oscar please.

N499SF: Will advise.

McLaughlin: November niner sierra foxtrot contact socal approach one two eight point one.

N499SF: Socal this is Cirrus four nine nine sierra fox, I have a cylinder er a uh, E-G-T that's way in the red.

McLaughlin: Niner sierra foxtrot, socal approach roger, do you want to divert to Orange County Airport? I believe that'll be your closest airport at this point.

N499SF: Let me divert to Orange County.

McLaughlin: Niner sierra foxtrot roger, fly heading three three zero vectors for pattern entry at Orange County Airport.

N499SF: Flying course three three zero, nine sierra fox.

McLaughlin: November niner sierra foxtrot, uh, are you descending sir?

N499SF: Socal this is Cirrus four nine nine sierra fox, the cylinder head temperature is dropping dramatically so I'd like to- uh keep on going to Torrence.

McLaughlin: Okay sir, maintain V-F-R than at two thousand five hundred I advise you don't descend further in case you need the altitude at some point, in case the engine uh issue becomes a problem again.

N499SF: Uh thank you, two thousand five hundred, nine sierra fox.

McLaughlin: Niner sierra foxtrot roger, also uh, obviously when you lowered the nose you increased the cooling rate flow across the engine there and let's see how the uh E-G-T does when you're level again.

N499SF: Thank you for the advise, nine sierra fox.

McLaughlin: You bet.

McLaughlin: November niner sierra foxtrot, I just want to confirm you are continuing to descend sir, is that correct?

N499SF: Well, that's the only way my temperature stays down, so uh when I try to climb the, the cylinder head temperature climbs as well.

McLaughlin: Okay, yeah, that's probably a factor if you're picking up the power setting as well as reducing the airflow across the engine. My question though too, at fourteen hundred feet, if you've got to keep descending to keep the uh cylinder head temperatures in the green are you gonna be able to make Torrence 'cause you're still about twenty-five miles away from Torrence.

N499SF: Um, vector me to a new airport, it's getting- it's running a little rough now.

McLaughlin: Okay so you do want to go to Orange County now sir, is that correct?

N499SF: Yes sir, Orange County.

McLaughlin: Niner sierra foxtrot roger, turn right heading zero one zero, vectors for Orange County Airport.

N499SF: Zero one zero, nine sierra fox.

McLaughlin: November niner sierra foxtrot information delta presently current Orange County Airport, the wind is variable at four knots, visibility's niner statute miles, there's few clouds at two thousand four hundred, scattered clouds at eight thousand, and runway one niner right, runway one niner left are in use.

N499SF: Uh one niner right are one niner left in use.

McLaughlin: That's correct eight sierra foxtrot, do you have uh the coastline in sight there? You're almost below the terrain there along the coastline.

N499SF: I have the coastline in sight I'm at uh seventy- seven hundred sixty-

McLaughlin: Okay, alright can you, can you see if you can level to be able to make the airport sir? You're, you're, I'm concerned about your position there reference the terrain.

SNA-T: Hello shore, this is John Wayne.

McLaughlin: John Wayne this is shore, six southeast, four nine sierra foxtrot, I'm gonna declare an emergency for him, has a hot running cylinder head temperatures, has problem with oil temperatures as well oil temperature so uh like to make him priority uh for the airport.

SNA-T: Okay why don't you just give him to one left.

McLaughlin: Runway one left, here we go.

McLaughlin: November four nine sierra foxtrot, SoCal Approach.

N499SF: Four nine nine sierra fox.

McLaughlin: Yes sir, Orange County Airport is at one o'clock now and four miles, do you have it in sight sir?

N499SF: Have the airport in sight.

McLaughlin: Do you see runway one left?

N499SF: I see the airport. But I can't see one left verses one right.

McLaughlin: Okay, let me know when you see- when you can see the two runways. As you roll out on your heading you're gonna see two runways, you can have either one you want if uh it becomes an issue for flight safety.

N499SF: Uh roger, nine sierra fox.

McLaughlin: Uh John Wayne, Shore.

SNA-T: John Wayne.

McLaughlin: I'm just gonna, can I clear this guy to land whichever one he wants?

SNA-T: Yeah.

McLaughlin: ...and give you frequency, here we go.

McLaughlin: November niner sierra foxtrot you're cleared to land either runway one niner right, I'm sorry, correction either runway one right or runway one left, whichever you prefer.

N499SF: Uh thank you, nine sierra fox.

McLaughlin: Niner sierra foxtrot contact John Wayne Tower now, one two six point eight.

SNA-T: Shore, John Wayne.

McLaughlin: Shore.

SNA-T: Yeah the Cirrus is down now he's on his way to maintenance.

McLaughlin: Alright thank you, appreciate it.

SNA-T: Yup.

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