



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

REPORT DATE

September 24, 2008

REPORT NO.

ZMP-ARTCC-0292

**REPORT OF AIRCRAFT ACCIDENT**

NAME OF REPORTING FACILITY

Minneapolis ARTCC (ZMP)

1. AIRCRAFT IDENTIFICATION AND TYPE

TN193BS, SR22

2. DATE/TIME OF ACCIDENT (GMT)

September 12, 2008; 0013 UTC

3. LOCATION OF ACCIDENT

Minocqua, WI, 1/3 mile southwest of Minocqua airport

4. NATURE OF ACCIDENT

Crashed on final approach.

5. TYPE OF FLIGHT

Cross country flight - IFR Flight Plan

6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY
	Kenton Morris	Pilot	Batavia, IL			X

7. PASSENGER DATA (If available, list names, addresses, extent of injuries and other information on continuation sheet.)

NUMBER ABOARD  
AIRCRAFT

2

NUMBER  
UNINJURED

0

NUMBER  
INJURED

0

NUMBER  
FATALITIES

2

8. AIRCRAFT DAMAGE

Destroyed

9. PROPERTY DAMAGE

Unknown

10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS

I-DOF DME out of service

ARV NDB out of service

11. WEATHER DATA

CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT

Minocqua, WI METAR Automated - 1855 CDT: wind two zero zero at zero five knots, visibility three statute miles, mist, ceiling four hundred overcast, temperature one eight, dew point one six, altimeter two nine eight eight

REPORT JUST PRIOR TO ACCIDENT

Minocqua, WI METAR Automated - 1855 CDT: wind two zero zero at zero five knots, visibility three statute miles, mist, ceiling four hundred overcast, temperature one eight, dew point one six, altimeter two nine eight eight

DATE/TIME

9/11/2008  
2355 UTC

FIRST REPORT SUBSEQUENT TO ACCIDENT

Minocqua, WI METAR Automated - 1915 CDT: wind two zero zero at zero five knots, visibility three statute miles, mist, ceiling two hundred overcast, temperature one eight, dew point one six, altimeter two nine eight eight

DATE/TIME

9/12/2008  
0015 UTC

12. ATS PERSONNEL INVOLVED

NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS
Janine I. Kimmes *(JK)	ZMP ARTCC	R04 R	
Jessica J. Breyer (JR)	ZMP ARTCC	R03 R	
Thomas H. Barnes (SL)	ZMP ARTCC	D03 D	
Timothy A. Legel (TL)	ZMP ARTCC	R03 R	
Laura A. Froehlich (LR)	ZMP ARTCC	D03 D	

\*Operating Initials

13. SIGNATURE OF FACILITY MANAGER

Garry M. George

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
REPORT OF AIRCRAFT ACCIDENT**

1. REPORT DATE  
September 16, 2008

2. REPORT NO.  
ZMP-ARTCC-0292

3. NAME OF REPORTING FACILITY  
Milwaukee Mitchell ATCT (MKE)

CHRONOLOGICAL SUMMARY OF FLIGHT

September 12, 2008


ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

September 11, 2008

- 2242 TN193BS requests clearance and is issued clearance to Arbor Vitae (ARV) airport on Milwaukee Flight Data Clearance Delivery frequency.
- 2243 TN193BS requests taxi on Milwaukee Ground Control frequency. Milwaukee Ground Controller issues instructions to taxi to runway 19R via taxiway F. Ground Controller inquires if TN193BS is ready and then instructs him to monitor Milwaukee tower on frequency 119.1.
- 2245 Milwaukee Local Controller clears TN193BS for take-off on runway 19R on runway heading.
- 2246 Local Controller turns TN193BS to heading 250. TN193BS is then turned to heading 270 and instructed to contact Milwaukee Departure Control.
- 2247 TN193BS reports on departure frequency. Milwaukee West Radar Departure Controller radar identifies TN193BS and instructs him to turn right heading 320.
- 2254 TN193BS is instructed by West Radar Departure Controller to climb and maintain 8,000 feet.
- 2258 West Radar Departure Controller instructs TN193BS to contact Milwaukee Ripon Radar Controller on 127.0.
- 2258 TN193BS reports on the Ripon frequency climbing out of 7,500 for 8,000. Milwaukee Ripon Radar Controller issues the OSH altimeter of 2993.
- 2303 TN193BS asks the Ripon controller if he is showing any weather directly ahead. Ripon Radar Controller replies negative, and that the only weather he shows is about 5 miles east of his position.
- 2306 Ripon Radar Controller clears TN193BS direct Arbor Vitae (ARV).
- 2318 Ripon Radar Controller instructs TN193BS to contact Minneapolis Center (ZMP ARTCC) on frequency 124.4.

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No More Follows

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE October 14, 2008	REPORT NO. ZMP-ARTCC-0292
	NAME OF REPORTING FACILITY Minneapolis ARTCC (ZMP)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 12, 2008

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

September 11, 2008

2318 The pilot of TN193BS initiated contact with Minneapolis ARTCC, sector 04, reporting level at 8,000 feet. The controller acknowledged and issued the Central Wisconsin Airport altimeter, 2991.

2331 The controller asked the pilot of TN193BS to advise when he had the current Minocqua, WI (ARV) weather observation and issued the ARV altimeter, 2989. The controller then issued two NOTAMs for the ARV airport, ARV NDB out of service, and runway three six ILS DME out of service.

2332 The pilot of TN193BS inquired and verified that the second NOTAM indicated that only the DME portion was out of service. He then advised the controller that he had received the ARV weather observation.

2334 The controller instructed the pilot of TN193BS to contact Minneapolis center on frequency 133.65. The pilot then initiated contact with the Minneapolis ARTCC, sector 03, reporting 8,000 feet.

2335 The controller verified that the pilot of TN193BS was expecting the localizer runway 36 approach at ARV, and again advised the pilot that the ARV NDB was out of service, and that the runway 36 DME was out of service. The pilot asked the controller to verify that he could expect vectors to the localizer 36. The controller replied in the affirmative.

2336 The pilot of TN193BS verified with the controller that he would have voice communication with the controller on the ground at ARV.

2349 The controller again advised the pilot of TN193BS that the ARV NDB was out of service, and that the ILS DME 36 was out of service at ARV. The controller again verified that the pilot wanted the localizer 36 approach at ARV. The controller advised the pilot that he was number two for the approach and assigned heading 285 to the pilot for spacing.

2354 The controller assigned heading 320 to the pilot of TN193BS.

2356 The controller assigned heading 360 to the pilot of TN193BS and instructed the pilot to join the localizer.

2357 The controller advised the pilot of TN193BS that the pilot ahead of him on the approach might relay his IFR arrival through TN193BS.

2359 The controller instructed the pilot of TN193BS to descend at pilot's discretion and maintain 5,000 feet.

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

October 14, 2008

REPORT NO.

ZMP-ARTCC-0292

NAME OF REPORTING FACILITY

Minneapolis ARTCC (ZMP)

## 14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 12, 2008

- 0004 The pilot of TN193BS advised the controller that he had received the IFR arrival of the aircraft ahead of him on the localizer 36 approach to ARV. The controller then cleared the pilot for the localizer 36 approach, to maintain 3,500 feet until established on the approach.
- 0005 The controller asked the pilot of TN193BS if he would be able to make the approach from his current position and altitude or if he wanted to go back around.
- 0006 The pilot of TN193BS responded that he would like to do one oval, and that it would be a left 360. The controller approved this.
- 0007 The controller asked the pilot of TN193BS to advise when he was reestablished inbound on the localizer. The pilot responded that he was starting to turn back now.
- 0010 The controller asked the pilot of TN193BS if he was reestablished. The pilot responded in the affirmative. The controller then approved change to advisory frequency and instructed the pilot to cancel with Minneapolis center, or forward the cancelation through flight service.

No More Follows

ZMP-ARTCC-0292  
TN193BS

SECTION 4.  
Normal Service Statement and Certified Indexes



## Federal Aviation Administration

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# Memorandum

Date: October 8, 2008

To: Minneapolis Air Route Traffic Control Center

From: Wanda L. Adelman, Manager, Milwaukee Mitchell Airport Traffic Control Tower [REDACTED]

Subject: **INFORMATION:** Normal Service Statement  
Aircraft Accident, TN193BS  
Minocqua, WI., September 12, 2008

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All services provided by Milwaukee Mitchell Airport Traffic Control Tower were normal, and there were no pertinent transmissions.

Attachments



# Federal Aviation Administration

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## Memorandum

Date: October 17, 2008  
To: Aircraft Accident File ZMP-ARTCC-0292  
From: Minneapolis Air Route Traffic Control Center  
Subject: **INFORMATION**: Partial Transcript  
Aircraft Accident; TN193BS  
Minocqua, WI., September 12, 2008

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This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) Sector 04 Radar Controller position for the time period from September 11, 2008, 2313 UTC, to September 11, 2008, 2340 UTC.

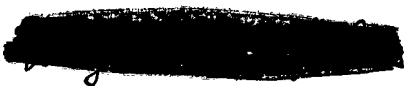
### Agencies Making Transmissions

Tango November One Niner Three Bravo Sierra  
Minneapolis ARTCC, Sector 4 Radar Controller  
Unknown  
Minneapolis ARTCC, Sector 3 Radar Associate Controller

### Abbreviations

TN193BS  
ZMP04  
UNK  
ZMP03RA

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving TN193BS.

  
Wayne H. Lankford  
Support Specialist  
Minneapolis ARTCC

2313

2314

2315

2316

2317

2318

2318:24      TN193BS      minneapolis center uh tango november (unintelligible) three  
bravo sierra \*(with you) at eight thousand

2318:38      TN193BS      yea tango november one nine three bravo sierra eight thousand

Page 2 of 3

2318:41 ZMP04 tango november one niner three bravo sierra minneapolis  
center central wisconsin altimeter two niner \*(niner) one

2318:46 UNK (unintelligible) one  
2319  
(2320-2330)  
2331

2331:50 ZMP04 tango november one niner three bravo sierra advise when you  
have the current arbor vitae weather---and the arbor vitae  
altimeter's two niner eight niner

2331:57 TN193BS yea we've got the weather

2331:59 ZMP04 and \*(your) tango november one niner three bravo sierra a  
couple notams at arbor vitae n d b is out of service runway  
three six i l s d m e is out of service

2332:10 TN193BS ah the i l s is completely out of service or just the d m e portion

2332:16 ZMP04 tango november one niner three bravo sierra say again

2332:19 TN193BS is the i l s completely out or is it just the d m e

2332:22 ZMP04 and i am just showing three six i l s d m e is out of service

2332:27 TN193BS o k well ah that may be a problem for us to get in then i've got  
to figure something out and get back to you

2332:33 ZMP04 o k roger

2332:56 ZMP03RA this is three

2332:57 ZMP04 this is four tango november one niner three bravo sierra into  
arbor vitae has the weather and the notams

2333



Page 3 of 3

2333:01 ZMP03RA o k

2333:02 ZMP04 \*(j) k

2334

2334:12 ZMP04 tango november one niner three bravo sierra contact  
minneapolis center now on one three three point six five have  
a nice evening

2334:18 TN193BS \*(thirty three sixty five) we'll see you

2335

2336

2337

2338

2339

2340

End of Transcript

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



# Federal Aviation Administration

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## Memorandum

Date: October 17, 2008  
To: Aircraft Accident File ZMP-ARTCC-0292  
From: Minneapolis Air Route Traffic Control Center  
Subject: **INFORMATION**: Partial Transcript  
Aircraft Accident; TN193BS  
Minocqua, WI., September 12, 2008

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This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) Sector 03 Radar Associate Controller position for the time period from September 11, 2008, 2327 UTC, to September 11, 2008, 2339 UTC.

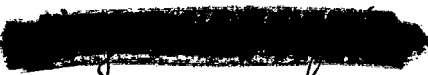
### Agencies Making Transmissions

Minneapolis ARTCC, Sector 3 Radar Associate Controller  
Minneapolis ARTCC, Sector 4 Radar Controller

### Abbreviations

ZMP03RA  
ZMP04

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving TN193BS.

  
Wayne H. Lankford  
Support Specialist  
Minneapolis ARTCC

2327

2328

2329

2330

2331

2332

2332:56      ZMP03RA    this is three

2332:57      ZMP04          this is four tango november one niner three bravo sierra into  
arbor vitae has the weather and the notams

2333

2333:01      ZMP03RA    o k

ZMP-ARTCC-0292  
TN193BS

Page 2 of 2

2333:02      ZMP04      \*(j) k  
2334  
2335  
2336  
2337  
2338  
2339

End of Transcript

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



# Federal Aviation Administration

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## Memorandum

Date: October 17, 2008  
To: Aircraft Accident File ZMP-ARTCC-0292  
From: Minneapolis Air Route Traffic Control Center  
Subject: **INFORMATION**: Partial Transcript  
Aircraft Accident; TN193BS  
Minocqua, WI., September 12, 2008

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This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) Sector 03 Radar Controller position for the time period from September 11, 2008, 2329 UTC, to September 12, 2008, 0032 UTC.

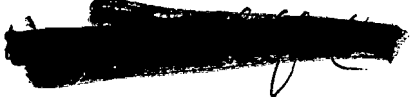
### Agencies Making Transmissions

Tango November One Niner Three Bravo Sierra  
Minneapolis ARTCC, Sector 3 Radar Controller  
November Eight Three Three Papa Sierra  
November Two Three Eight Mike Charlie  
Mesaba Three One Eight Four  
Iron Air Seven Three Three Five  
Minneapolis ARTCC, Sector 4 Radar Controller

### Abbreviations

TN193BS  
ZMP03  
N833PS  
N238MC  
MES3184  
IRO7335  
ZMP04

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving TN193BS.

  
Wayne H. Lankford  
Support Specialist  
Minneapolis ARTCC

2329  
2330  
2331  
2332  
2333  
2334

2334:48      TN193BS      and minneapolis uh tango november one nine three bravo  
sierra's with you eight thousand

Page 2 of 8

2334:55 ZMP03 tango november one niner three bravo sierra minneapolis  
center roger rhinelander altimeter two niner niner zero

2334:59 TN193BS niner zero

2335  
2335:03 ZMP03 tango november one niner three bravo sierra are you planning  
on the localizer three six

2335:07 TN193BS affirmative

2335:08 ZMP03 tango november three bravo sierra roger and i do have a couple  
notams at arbor vitae the uh n d b out of service and the uh  
runway three six d m e out of service

2335:19 TN193BS o k three bravo sierra thank you

2335:55 TN193BS and minneapolis three bravo sierra so for planning purposes uh  
(unintelligible) we are going to get radar vector to the localizer  
three six

2336  
2336:01 ZMP03 november three bravo sierra affirmative

2336:05 TN193BS alright thank you and one other question uh can i uh pick you  
up on this frequency on the ground or do i need to call green  
bay

2336:12 ZMP03 and are you planning on for an outbound clearance or to cancel

2336:15 TN193BS well uh both actually

2336:19 ZMP03 uh well for tango november three bravo sierra i do have a  
frequency that i can select and usually uh once you've landed i  
will be able to hear you on the ground but i don't normally  
keep it on that frequency so for an outbound clearance you will  
probably have to go through radio

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2336:31 TN193BS o k that's fine thank you  
2337  
(2338-2348)  
2349  
2349:06 ZMP03 and for tango november three bravo sierra and november eight  
mike charlie at arbor vitae the n d b and also the i l s d m e is  
out for runway three six at arbor vitae

2349:15 TN193BS three bravo sierra roger

2349:26 ZMP03 and november three bravo sierra did you want the localizer  
three six as well

2349:30 TN193BS yes please

2349:31 ZMP03 three bravo sierra roger you're going to be number two you've  
got traffic ah lower slower and fast or ah lower closer faster  
there for vectors for spacing fly heading two eight five

2349:40 TN193BS two eight five uh three bravo sierra  
2350  
2351  
2352  
2353  
2354  
2354:05 ZMP03 november three bravo sierra fly heading three two zero

2354:08 TN193BS three two zero three bravo sierra

2354:10 N833PS is that three papa sierra

2354:12 TN193BS three bravo sierra

2354:16 TN193BS yea three bravo sierra three two zero

2354:18 ZMP03 november three bravo sierra roger somebody else thought it  
was for them

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2355

2356

2356:43 ZMP03 tango november three bravo sierra fly heading three six zero  
join the localizer

2356:47 TN193BS three six zero \*(to) join

2357

2357:12 ZMP03 november eight mike charlie you can change to advisory now  
your cancellation \*(or) arrival time here with me not through  
flight service i got a three bravo sierra following you in you  
can relay if you can't get me direct

2357:38 N238MC ah center ah eight mike charlie who who who's following me  
again (unintelligible)

2357:43 ZMP03 november eight mike charlie callsign's tango november one  
niner three bravo sierra he'll listen up if you ah if you can't get  
me direct

2357:50 ZMP03 november three bravo sierra if you can listen up on this freq  
there's a guy in front of you there about ten fifteen in front of  
you on the approach eight mike charlie is the callsign he may  
try to cancel through you

2357:58 TN193BS alright we'll be listening

2358

2358:25 ZMP03 november three papa sierra you can descend and maintain five  
thousand

2358:29 TN193BS three bravo sierra down to five (unintelligible)

2358:32 ZMP03 o k ah um actually three papa sierra maintain one three thirteen  
thousand

2358:53 TN193BS and just to confirm that three bravo sierra you want me down  
to five correct

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2358:57 ZMP03 o k standby here eight three three papa sierra going to duluth descend and maintain five contact the duluth approach one two five four five

2359:08 ZMP03 tango november three bravo sierra into arbor vitae you can descend pilots discretion maintain five

2359:12 TN193BS o k p d down to five i just wanted to make sure

2359:14 ZMP03 yep there's two freqs and they're both talking at the same time i just wanted to make sure you guys got that

0000

0001

0002

0003

0004

0004:19 TN193BS minneapolis mike charlie called he has the field he's \*(cancelled)

0004:22 ZMP03 and ah november three bravo charlie three bravo sierra if you can advise eight mike charlie center's got the cancellation \*(thanks)

0004:33 TN193BS \*(and ah) mike charlie ah he received your cancellation

0004:49 ZMP03 and november three bravo sierra's four south of dougy maintain three thousand five hundred til on a published portion of the approach cleared for the localizer three six approach arbor vitae

0005

0005:07 TN193BS ah i got all that ah three thousand five hundred till on a published segment (unintelligible) cleared three six approach

0005:13 ZMP03 november three bravo sierra roger and are you going to be able to shoot the approach from a couple south of the marker there

0005:19 TN193BS i'm sorry what



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0005:20	ZMP03	are you going to be able to make the approach from fifty two hundred from a couple south of the marker
0005:55	ZMP03	november three bravo sierra are you going to be able to shoot the approach from the altitude you're at there or do you want to go back around
0006	TN193BS	yea i'm going to need to go back around three bravo sierra if i can just do one oval i should be o k
0006:05	ZMP03	o k you going to do a left three sixty or right
0006:07	TN193BS	i'll do a left three sixty
0006:09	ZMP03	november three bravo sierra that's approved
0007 0007:30	ZMP03	november three bravo sierra let me know when uh you're reestablished inbound on the loc
0007:34 0008 0009 0010	TN193BS	yea we are starting to turn back now
0010:01	ZMP03	november three bravo sierra are you reestablished
0010:04	TN193BS	yea i was just going to call ya
0010:05	ZMP03	o k show you right over the marker now you can change to advisory cancellation or down time um ah here with me or forward it through flight service
0010:11 0011 (0012-0016) 0017	TN193BS	wilco three bravo sierra
0017:18	ZMP03	mesaba thirty one eighty four do you have time for a favor

Page 7 of 8

0017:22 MES3184 thirty one eighty four sure

0017:23 ZMP03 mesaba thirty one eighty four could you switch over to one  
twenty two point seven it's on arbor vitae unicom frequency  
and check to see if a tango november three bravo sierra is on  
the ground

0017:38 MES3184 tango november three bravo sierra alright we'll be off for just a  
sec we'll see if we can get em

0017:42 ZMP03 thank you

0018  
0018:54 MES3184 (unintelligible) center mesaba thirty one eighty four we're  
back with ya we got no response on ah twenty two seven from  
that three bravo sierra

0019 ZMP03 mesaba thirty one eighty four i do appreciate the try

0019:03 MES3184 yea no problem

0019:21 ZMP03 mesaba thirty one eighty four if you could listen up for an e l t  
i'd appreciate it

0019:25 MES3184 sure we'll give it a check  
0020  
0021

0021:18 MES3184 and center mesaba thirty one eighty four i tried a couple more  
times for that three bravo sierra and still nothing and we're not  
picking up an e e l t

0021:24 ZMP03 mesaba thirty one eighty four roger thanks

0021:41 ZMP03 and iron air seventy three thirty five if you could also do me  
the favor of listening up for e l ts in that area

0021:48 IRO7335 sure will that's twenty one five right i kinda forgot

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0021:51 ZMP03 you bet

0022

0023

0024

0025

0025:41 ZMP04 sector four

0025:43 ZMP03 sector three ready

0025:45 ZMP04 i am ready

0025:46 ZMP03 o k the equipment is working the weather is still i f r  
approaches everywhere it smooths out over to the east side so  
there shouldn't be much deviations for it however um flow  
there is no flow no military and sawyer is v o r to one niner  
traffic flagship is a point out mesaba thirty two seventy four is  
a point out o k tango november three niner one bravo sierra  
possible---accident you know about that mesaba thirty one  
eighty four is on at twenty iron air is on at five \*(they're) on  
another freq mesaba correction martex six oh two is over to  
advisory o k that's all i have i'm going off the frequency

0026:20 ZMP04 o k sounds good (unintelligible)

0027

0028

0029

0030

0031

0032

End of Transcript

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