



### FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE February 7, 2019	REPORT NO. 19-001-FSD				
<b>REPORT OF AIRCRAFT ACCIDENT</b>		NAME OF REPORTING FACILITY Sioux Falls ATCT (FSD)					
1. AIRCRAFT IDENTIFICATION AND TYPE N75191, PA28A	2. DATE/TIME OF ACCIDENT (UTC) January 13, 2019; 2025 UTC	3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Salem, SD					
4. NATURE OF ACCIDENT Pilot experienced medical emergency while in flight and crashed		LATITUDE/LONGITUDE (OPTL) N43 34 54.0000 W097 26 48.0000					
		5. TYPE OF FLIGHT Unknown					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
		Pilot	Sioux Falls, SD			X	
7. PASSENGER DATA	NUMBER ABOARD 0	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 0			
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Unknown				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT MITCHELL SPECI - 2022 UTC: automated, wind two zero zero at one three, visibility one zero statute miles, ceiling one thousand five hundred overcast, temperature one, dew point minus three, altimeter three zero three zero						
	FIRST REPORT SUBSEQUENT TO ACCIDENT MITCHELL METAR - 2053 UTC: automated, wind two one zero at one three, visibility one zero statute miles, ceiling one thousand five hundred overcast, temperature one, dew point minus three, altimeter three zero three zero						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
		FSD ATCT	R4 AC				
		FSD ATCT	R4 AC				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER							


 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE February 05, 2019	REPORT NO 19-001-FSD
	NAME OF REPORTING FACILITY Sioux Falls ATCT (FSD)	
14 CHRONOLOGICAL SUMMARY OF FLIGHT January 13, 2019  <p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> <p>2006 N75191 called Sioux Falls (FSD) Terminal Radar Approach Control (TRACON) working at the R4 position (R4), off of Mitchell (MHE) saying he had a situation. N75191 reported after leveling off out of MHE, enroute to Tea (Y14), being hit by un-Godly chest pain.</p> <p>2007 R4 acknowledged N75191 stating that R4 heard N75191 loud and clear and to let R4 know how he could assist. R4 stated that he missed what the situation was and questioned what N75191 hit. N75191 reported chest pain after leveling off out of MHE, a terrible squeezing sensation in his chest, like he had a weight on his chest. An unknown aircraft transmitted, "that guy needs to go back." R4 acknowledged N75191. N75191 reported it feeling like the weight of a semi on him and when the pain hits, thinking he was blacking out and worrying about maintaining control of the plane.</p> <p>2008 R4 asked N57191 how long ago that he had left MHE. N75191 responded twelve to fifteen minutes. R4 reported that he did not have N75191 on radar yet but understood his approximate position and to keep him (R4) posted. R4 stated that a previous pilot saying possibly returning to MHE might be an option or he (R4) would do his best to get him (N75191) on radar as he got closer to Y14. N75191 reported when he blacked out, losing control of the plane for a bit. N75191 did not want to get near a town or anywhere near a neighborhood, house or somebody on the ground. N75191 reported over a farm field and was going to try to sort it out.</p> <p>2009 R4 acknowledged and stated he was still not picking him (N75191) up on radar, but would pass the information to authorities. R4 issued the Sioux Falls altimeter.</p> <p>2010 R4 transmitted to N75191, "are you still with me?" N75191 reported having tremendous chest pain and hardly able to move his left arm, having stabbing pains around his heart and not able to get enough air. N75191 stated his vision going in and out, trying to hold the plane level, being dizzy and the pain being unbelievable. N75191 reported staying over a farm field to make sure he didn't get near houses or a neighborhood.</p> <p>2011 R4 acknowledged and stated that someone in the tower with some medical training suggested possibly trying to cough as hard as he could to relieve some of the pain in the short term.</p>		

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NAME OF REPORTING FACILITY		
		Sioux Falls ATCT (FSD)
14. CHRONOLOGICAL SUMMARY OF FLIGHT		
2012	<p>R4 stated that he believed N75191 to be about twenty seven miles west of Sioux Falls, having the latitude and longitude for that position. R4 stated that if N75191 was able to land on a road or something like that, we (FSD) would have emergency services out towards his position as soon as possible. N75191 declared a medical emergency, presumably a heart attack. R4 acknowledged.</p>	
2013	<p>R4 questioned if N75191 was alone in the aircraft or had a passenger. N75191 stated that he was alone and that when the pain spasms hit, he was pretty sure he blacked out for a while. He (N75191) was unsure for how long because when he came to, the plane was doing something different. N75191 was worried about losing control near houses, towns or neighborhoods and wanted to stay over farm fields.</p>	
2014	<p>R4 acknowledged.</p>	
2015	<p>R4 suggested that if N75191 had one of the county roads in sight, to try to line up with it and in between pains, set the plane down.</p>	
2017	<p>R4 transmitted to N75191, "how's it going?"</p>	
2018	<p>R4 asked if N75191 was still with him. N75191 said he was trying to keep it straight and level, going in and out of blackouts with the pain. R4 acknowledged. R4 transmitted that it was now the supervisor talking and that he (N75191) needed to find a road rather than circling. R4 asked if there was a road nearby that he could find and land safely on.</p>	
2019	<p>R4 stated they've looked at the latitude and longitude of what they believed was N75191's location and there were several large county roads there, that they (R4) would highly recommend that if he (N75191) could, put the aircraft down on one of those roads. N75191 reported his vision going in and out and having trouble with the horizon. R4 transmitted that if N75191 could safely put the aircraft down in a field or on a road that's what he (R4) would recommend rather than losing consciousness at altitude.</p>	
2020	<p>R4 asked N75191 if he was able to find a safe place to put the aircraft down. R4 stated that they were talking to South Dakota State Patrol and the sheriff's department. R4 stated that they were getting help towards his direction but he needed to put the aircraft down if he could find a road or a field to safely do so.</p>	
2021	<p>N75191 stated, "I hear ya, I'll deal with it, crushing." R4 asked N75191's altitude. N75191 responded, twenty eight hundred. R4 asked if</p>	

FAA Form 8020-6-1

19-001-FSD

N75191

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14. CHRONOLOGICAL SUMMARY OF FLIGHT N75191 saw any roads ahead of or below him that he could possibly put the aircraft on, a highway or even a dirt road.  2022 R4 stated even a field would be pretty hard with the temperatures, stating they had the latitude and longitude and were sending help.  2023 R4 asked N75191, "how do you hear?" N75191 responded faintly, "I hear you." R4 responded that he wanted to help in every way that he could, and asked if there was a way he could get the airplane on the ground so they could get fire rescue and ambulance to him. N75191 reported going in and out of black out and not knowing if he could hold it much longer.  2024 R4 asked if N75191 could slowly descend towards a field or whatever was in front of him. R4 transmits N75191's abbreviated callsign. N75191 transmits that he didn't think he could hold it much longer. R4 transmits asking if N75191 could descend toward a field. R4 stated that they had help on the way and asked if there was some way N75191 could get the airplane down in a field.  2025 R4 transmits to N75191 to continue to look for a field or a road, that they were talking to the sheriff and they would get help to him. R4 transmits to N75191, suspected target loss and asked if he still heard Sioux Falls Approach.  2026 R4 transmits to N75191, no response.		
No More Follows		