



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:
Duluth ATCT

2. Report Number:
DLH-ATCT-0112

3. Aircraft Identification and Type:
N86NW, LPN4

4. Location of Accident/Incident:
7 miles east of DLH Airport

5. Date/Time of Accident/Incident (UTC):
June 7, 2014, 1622 UTC

6. Name (Operating Initials):
Jason M. Leach (JK)

7. Title:
ATCS

8. Position and Time (UTC):
LC, 1515-1617, CIC 1622- 1657

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. Text of Statement:

ORIGINAL SUPPLEMENTAL

COMMENT NO COMMENT

I was on CIC when the accident occurred. I worked the aircraft out on 2L/3C when it took off and was relieved but still on CIC when it happened. The aircraft climbed out on a 060 heading fine and was switched to departure. I was then relieved and observed the rest from CIC. The aircraft checked on with departure and was given a climb to 12,000 and direct YRT. Around 4 to 5 miles NE and about 4,300 ft, the aircraft made a deviation right turn and slowed climb. The Radar Controller questioned the aircraft and the pilot apologized for the deviation and resumed climb and was given a heading back on course. Around 8 to 9 miles and about 6,600 ft, the aircraft did a similar deviation to the right and slowed climb. The pilot was questioned again with no response. It must have been the aircraft turned further right ~~and~~ then began a rapid descent. The Radar Controller issued a Low Altitude Alert with no response from the pilot. Then the aircraft dropped off Radar. A few more attempts were made to reach out to the pilot and notifications began.

The above statement is true and factual to the best of my knowledge based upon the information available to me at this time. I reserve the right to amend this statement as more information becomes available.

11. Signature:

[Redacted Signature]

12. Date of Signature:

6/8/2014



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7 miles east of DLH Airport

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June 7, 2014, 1622 UTC

6. Name (Operating Initials):
Alexander A. Zayas (ZS)

7. Title:
ATCS

8. Position and Time (UTC):
R4 AC, 1605 -1638 UTC

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10. Text of Statement:

ORIGINAL SUPPLEMENTAL

COMMENT NO COMMENT

WORKING R4 FOR INCIDENT, AT 1113 LCL FIRST SPOKE TO AIRCRAFT, N86NW, A LANCAIR LNP4, DEPARTED RY9 (DLH) HEADING 060 (CLIMBING TO 6000 MSL. PILOT CHECKED IN AND WAS ASSIGNED A LEFT TURN DIRECT YQT (THUNDER BAY) UOR AND A CLIMB TO 12000 MSL. THE PILOT DID NOT RESPOND. R4 OBSERVED N86NW TURN RIGHT AND RY SOUTHEAST BOUND. R4 ASSIGNED HEADING 030 TO GET BACK ON COURSE. N86NW APOLOGIZED AND ADVISED HE WOULD TURN NORTHEAST BOUND. PILOT WAS OBSERVED HEADING NORTHEAST BOUND BY R4, R4 THEN ASSIGNED DIRECT TO YQT (SPELLED OUT PHONETICALLY FOR CLARIFICATION). PILOT ACKNOWLEDGED DIRECT YQT. SHORTLY AFTER N86NW WAS OBSERVED TURNING RIGHT TO THE SOUTHEAST AGAIN, EVENTUALLY TRACKING SOUTH BOUND ^{AT} 6600 MSL. N86NW WAS CHALLENGED BY R4, R4 ASKED TO CONFIRM THAT N86NW WAS DIRECT YQT. N86NW DID NOT RESPOND. N86NW WAS QUESTIONED AGAIN BY R4 TO VERIFY N86NW WAS DIRECT YQT. AGAIN NO RESPONSE. R4 SELECTED SHOUTLINE TO POINT OUT ANOTHER AIRCRAFT < SECTOR 25 >. WHILE ON THE SHOUTLINE R4 AND LOCAL OBSERVED N86NW BEGIN A RAPID DESCENT, N86NW WAS ISSUED A LOW ALTITUDE ALERT BY R4. NO RESPONSE FROM N86NW. R4 LAST OBSERVED N86NW AT 2500 MSL 7NM EAST OF DLH. R4 ATTEMPTED VOICE CONTACT TO NO AVAIL.

I RESERVE THE RIGHT TO AMEND THIS STATEMENT AS NECESSARY AS MORE INFORMATION BECOMES AVAILABLE. THE ABOVE STATEMENT IS TRUE AND FACTUAL TO THE BEST OF MY KNOWLEDGE BASED UPON THE INFORMATION AVAILABLE TO ME AT THE TIME

1. [Redacted Signature]

12. Date of Signature:

6/9/14

[Redacted Signature]

Electronic Version