


FAA Form 8020-6, Report of Aircraft Accident

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Report Date: June 30, 2014	Report Number: DLH-ATCT-0112				
REPORT OF AIRCRAFT ACCIDENT							
1. Aircraft Identification and Type: N86NW, HXB		2. Date/Time of Accident (GMT): June 7, 2014; 1622 UTC	3. Location of Accident: Duluth, MN; 7 miles east of Duluth Airport				
4. Nature of Accident: Unknown		5. Type of Flight: IFR Flight Plan					
6. Flight Crew	Name	Position	Address (City and State)	Uninjured	Injured	Fatality	Unknown
	Alexander Georg Obersteg	Pilot	Unknown, Unknown			X	
7. Passenger Data: (If available, list names, addresses, extent of injuries and other information on continuation sheet.)			Number Aboard unk	Number Uninjured unk	Number Injured unk	Number Fatalities unk	
8. Aircraft Damage: Destroyed			9. Property Damage: None				
10. Operating Status of Navigational Aids/Lights/Communications: Normal							
11. Weather Data	Conditions in Accident Area at Time of Accident: DULUTH, MN, DULUTH INTL ARPT SPECI - 1122 CDT: wind one four zero at nine knots, visibility one zero statute miles, three hundred scattered, ceiling one thousand broken, two thousand seven hundred overcast, temperature one one, dew point one zero, altimeter three zero zero six						
	Report Just Prior to Accident: DULUTH, MN, DULUTH INTL ARPT SPECI - 1102 CDT: wind zero eight zero at four knots, visibility one zero statute miles, seven hundred scattered, ceiling two thousand five hundred overcast, temperature one two, dew point nine, altimeter three zero zero six					Date/Time 06/07/2014 16:02 UTC	
	First Report Subsequent to Accident: DULUTH, MN, DULUTH INTL ARPT SPECI - 1132 CDT: wind one two zero at six knots, visibility one zero statute miles, ceiling three hundred broken, one thousand overcast, temperature one one, dew point one zero, altimeter three zero zero seven					Date/Time 06/07/2014 16:32 UTC	
12. ATS Personnel Involved	Name	Facility	Operating Position		Check If Eyewitness		
	Jason Michael Leach *(JK)	DLH ATCT	LC LC				
	Alexander Alonso Zayas (ZS)	DLH ATCT	R4 AC				
*Operating Initials							
13. Signature of [Redacted]							
Scott Rautio							
FAA Form 8020-6 Electronic Version							

DLH-ATCT-0112

N86NW



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

REPORT DATE

June 25, 2014

REPORT NO.

DLH-ATCT-0112

NAME OF REPORTING FACILITY

Duluth ATCT (DLH)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 07, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1605 The pilot of N86NW called Duluth Ground Control and requested IFR clearance. Ground Control issued clearance as filed to Charlie Yankee Yankee Romeo Airport as filed, maintain 6,000, expect FL250
- 1606 N86NW read back the clearance correctly.
- 1607 N86NW requested to taxi, Ground Control issued clearance to taxi to Runway 09 via Taxiway Alpha.
- 1613 N86NW cleared for takeoff on Runway 09, heading 060.
- 1616 Local Control switched the aircraft to departure
- 1617 N86NW checked in with Duluth Departure, Duluth Departure radar contacted the aircraft and climbed the aircraft to 12,000 and turned left direct Thunder Bay
- 1618 N86NW appeared to turn southbound, controller restated direct yankee quebec tango, N86NW verified present position direct yankee quebec tango
- 1620 Radar Controller noticed aircraft southbound and restated direct Thunder Bay and then issued a low altitude alert. No further communications were received.
- 1626 Radar Controller advised Minneapolis Center Sector 25 that an aircraft went down 7 miles east of Duluth.

No More Follows



Federal Aviation Administration

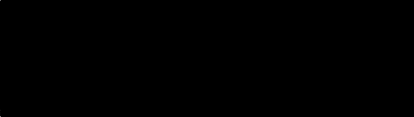
Memorandum

Date: June 30, 2014
To: Aircraft Accident File DLH-ATCT-0112
From: Duluth Airport Traffic Control Tower
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N86NW
Duluth, MN, June 07, 2014

This transcription covers the Duluth Airport Traffic Control Tower (ATCT) LC LC position for the time period from June 07, 2014, 1600 UTC, to June 07, 2014, 1622 UTC.

Agencies Making Transmissions	Abbreviations
HXB, N86NW	N86NW
Duluth, ATCT, Local Control	LC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N86NW.


Amy Sedin
Operations Supervisor
Duluth ATCT

1600
(1601-1604)
1605

1605:34 N86NW duluth ground that's *(unintelligible) november eight six
november whiskey good day

1605:42 LC missed a couple of numbers eight six november i missed the
rest of it say again

1605:45 N86NW november eight six november whiskey

1605:50 LC eight six november whiskey looking for your clearance

1605:52 N86NW ah november whiskey ah ready to copy the clearance to

charlie yankee yankee romeo

1606:00 LC november eight six november whiskey cleared to the charlie yankee yankee romeo airport as filed maintain six thousand expect flight level two five zero one zero minutes after departure departure frequency one two five point four five point four five squawk two six two one

1606:18 N86NW november whiskey is cleared as filed initially six thousand feet flight level two five zero after ten minutes departure frequency one two five point four five and the squawk two six two one november whiskey

1606:32 LC november whiskey readback correct advise when ready to taxi
1607

1607:17 N86NW november whiskey is ready to taxi

1607:20 LC eight six november whiskey runway niner taxi via alpha

1607:24 N86NW ah via alpha to runway zero niner november whiskey
1608
(1609-1612)
1613

1613:34 N86NW eight six november whiskey is reaching ah alpha zero niner and ready for departure

1613:43 LC eight six november whiskey duluth tower runway niner turn left heading zero six zero cleared for takeoff

1613:55 N86NW eight six november whiskey cleared for takeoff ah zero niner and the departure frequency one two five four five

1614:04 LC six november whiskey thats departure frequency i'll ship you once you're airborne fly heading zero six zero

1614:10 N86NW ah heading zero six zero after departure
1615
1616

1616:13 LC november eight six november whiskey contact departure good day now

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N86NW

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1616:18 N86NW to departure eight six (unintelligible)

1616:42 N86NW duluth departure that's ah november eight six november
whiskey with you

1616:49 LC eight six november whiskey you can change to departure one
two five point four five still with tower good day

1617
(1618-1621)
1622

End of Transcript

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



Federal Aviation Administration

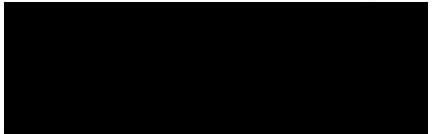
Memorandum

Date: June 30, 2014
 To: Aircraft Accident File DLH-ATCT-0112
 From: Duluth Airport Traffic Control Tower
 Subject: **INFORMATION:** Partial Transcript
 Aircraft Accident, N86NW
 Duluth, MN, June 07, 2014

This transcription covers the Duluth Airport Traffic Control Tower (ATCT) R4 AC position for the time period from June 07, 2014, 1612 UTC, to June 07, 2014, 1655 UTC.

Agencies Making Transmissions	Abbreviations
HXB, N86NW	N86NW
DULUTH, ATCT, Approach Control	R4
Minneapolis, ARTCC, Sector 25	ZMP 25
Sky West Aviation	SKW4506
SR22, N285SB	N285SB

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N86NW.



Amy Sedin
 Operations Supervisor
 Duluth ATCT

1612
 (1613-1616)
 1617
 1617:24 N86NW duluth tower that's ah november eight six november whiskey
 * (unintelligible)

1617:30 R4 lancair november eight six november whiskey duluth
 departure radar contact turn left proceed direct to
 thunder bay climb and maintain one two thousand

1618:00 R4 november eight six november whiskey turn left fly heading
 zero three zero please

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N86NW

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1618:05 N86NW november whiskey left turn sorry about that

1618:31 R4 and ah lancair six november whiskey it will be direct
yankee quebec tango present position direct yankee quebec
tango please

1618:39 N86NW present position direct yankee quebec tango
1619
1620

1620:17 R4 november eight six november whiskey i still show you ah
heading southeast bound verify you're direct to yankee
quebec tango

1620:34 R4 november eight six november whiskey it appears you're
heading southbound now ah verify you're direct to yankee
quebec tango please

1620:56 R4 november eight six november whiskey ah low altitude alert
check your altitude immediately climb and maintain three
thousand immediately

1621:05 R4 *(unintelligible) eight six november whiskey climb
altitude immediately maintain six ah maintain three
thousand three thousand

1621:26 R4 november eight six november whiskey duluth approach how do
you read

1621:43 R4 november eight six november whiskey duluth approach how do
you read
1622

1622:59 R4 november eight six november whiskey duluth approach how do
you read
1624
1625
1626

1626:20 R4 sector twenty five duluth

1626:23 ZMP 25 twenty five

1626:24 R4 ah we just ah lost an aircraft about seven miles east of

duluth it's ah november eight six november whiskey was climbing through six thousand ah i observed a couple turns where he was trying to turn south for some reason he apologized for the deviation then um it looked like he spiraled down we last caught him out of twenty six hundred descending um approximately seven east of duluth possibly could have gone in the water or even on land

1626:52 ZMP 25 okay

1626:53 R4 so um is there anything else you need from me

1626:57 ZMP 25 ah no so it's just in your airspace there

1627:00 R4 it is in our airspace that's correct

1627:01 ZMP 25 okay

1627:02 R4 but i think we're supposed to coordinate with you for emergencies or something like that

1627:05 ZMP 25 okay e m

1627:06 R4 all right z s
1628
1629

1629:40 SKW4506 hey duluth this is sky west forty five oh six

1629:43 R4 sky west forty five zero six duluth

1629:46 SKW4506 hey we're just was wondering if you ever got a hold of that aircraft that was you got a you got a low altitude alert on

1629:52 R4 we're workin on it

1629:54 SKW4506 okay
1630

(1631-1632)

1633

1633:15 N285SB duluth departure cirrus two eight five sierra bravo is
with you through two thousand six hundred for four

1633:20 R4 cirrus two eight five sierra bravo duluth departure radar
contact turn left proceed direct international falls

1633:25 N285SB direct international falls two eight five sierra bravo
1634

1634:05 N285SB and tops report three thousand four hundred

1634:09 R4 thank you

1634:47 R4 cirrus ah two eight five sierra bravo ah duluth departure
are you able ah perform a ah an action for us

1634:54 N285SB affirmative two ah two eight five sierra bravo

1634:57 R4 cirrus five sierra bravo change to frequency one two one
point five while monitoring duluth approach on one two
five point four five if you don't mind and tell us if you
ah observe any e l t signals on that frequency

1635:09 N285SB okay we will monitor one twenty one point five and stay
with you twenty five forty five

1635:13 R4 appreciate it thank you and anything you notice just let
me know

1635:17 N285SB roger

1635:38 R4 cirrus five sierra bravo are you in between layers
perchance or is it pretty much clear above three thousand
three hundred

1635:44 R4 ah the tops are varying we are at ah four thousand and
about to um push through some of the tops again ah but it
looks like maybe a couple hundred feet higher and it's

clear above until the next layer significantly higher

1635:59 R4
1636

thank you

1636:28 N285SB

and departure two eight five sierra bravo can we climb up to six thousand

1636:33 R4

cirrus five sierra bravo roger climb and maintain six thousand

1636:37 N285SB

climb and maintain six thousand ah five sierra bravo thanks and so far um i heard a little bit of feedback on one twenty one point five but it's silent now

1636:45 R4
1637

roger

1637:19 N285SB

and another report ah five sierra bravo now we just have a few clouds still below us

1637:24 R4

roger thank you

1637:45 R4

okay briefing for radar you got ah alpha i l s nine nine is your configuration winds out of the east nothing's really changed except for the visibility dropped from what you last left it and instructions ah restrictions you know about what's going on special instructions ah specifically activities they're calling ah down to your traffic cirrus two eight five sierra bravo she's requested up to six thousand they've been giving us bases and tops reports just so we can kind of have a feeling for what's going on what happened um they are also monitoring one two one point five for an e l t they said the signal was weak over here and now it's disappeared completely so they're not getting anything so ah that's all i know that's all i have z s

1639
(1640-1642)
1643

1643:05 R4

cirrus five sierra bravo approach

1643:08 N285SB

five sierra bravo's with you

1643:10 R4 cirrus five sierra bravo change to my frequency one two seven point four

1643:14 N285SB two seven point four five sierra bravo

1643:29 N285SB and five sierra bravo made the switch

1643:31 R4 cirrus two eight five sierra bravo approach roger duluth altimeter three zero zero seven

1643:36 N285SB three zero zero seven

1643:55 R4 twenty five duluth

1643:56 R4 huh

1643:57 ZMP 25 twenty five

1643:58 R4 hey i just sat i just sat down ah reference eight six november whiskey do you have strips on him

1644:03 ZMP 25 ya

1644:04 R4 somebody talk to you i don't think he's coming your way he might have gone down in our airspace

1644:07 ZMP 25 ya i heard that

1644:08 R4 okay i just wanted to make sure i couldn't put a hold message on him and i wasn't sure

1644:10 ZMP 25 all right um i told canada he's he's ah we're still lookin for him whatever but i don't know if we're gonna r s him or

1644:16 R4 okay i just wanted to i wasn't sure you were aware that's

all

1644:18 ZMP 25 i'm aware

1644:19 R4 okay thanks m r
1645

1645:15 N285SB and duluth approach cirrus two eight five sierra bravo is
in v f r conditions and we'd like to cancel i f r

1645:21 R4 november two eight five sierra bravo approach roger and do
you want to advisory with me for a few miles in my
airspace or go v f r

1645:27 N285SB ah we'll go ahead and go v f r but thank you

1645:29 R4 november five sierra bravo roger radar service terminates
eight and a half miles south southeast of the eveleth
airport squawk one two zero zero good day

1645:37 N285SB going to one two zero zero five sierra bravo thank you
1646
(1647-1648)
1649

1649:35 R4 duluth

1649:36 ZMP 25 hey if you got time a ah sup would like for you to flash
that eight six november whiskey data block and i'll try
to put in a hold message for him

1649:43 R4 i don't have it

1649:44 ZMP 25 you don't have it

1649:45 R4 nope

1649:46 ZMP 25 all right ah disregard then

1649:47 R4 okay m r

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1650
(1651-1654)
1655

End of Transcript

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Flight Progress Strip(s)

Duluth ATCT June 07, 2014 UTC

N86NW	2621	KDLH	KDLH DLH YQT YAN-/.CYYR	✓		
LNP4/G	P1600	R	100			
304	250		120	→ YQT BE	2	9