

Inspectors Statement

At approximately 11:30am CST, 11/29/2016, I spoke with Mr. Kevin Lynch [REDACTED] of Fargo, ND regarding the off airport landing in which he was a passenger. Beechcraft King Air 200 N80RT impacted east of the Moorhead, MN airport on 11/23/2016.

Mr. Lynch works for Kaba Construction, which was contracted by Larson Construction, building agricultural storage facilities. Mr. Lynch and his crew have been working in Baudette, MN and had been flying between Baudette and Moorhead on a weekly basis on N80RT for approximately 5-6 weeks. The pilot involved in the accident, Kent Thompson, had flown the crew once prior with the remainder of the flights flown by James Drexler and Andy Scatvold in the right seat.

Mr. Lynch was taken by ambulance and treated for injuries at a local hospital and received 5 staples and 11 stitches in his face around his eye and hairline as well as a cut on his left arm. Mr. Lynch was sitting in the copilot's seat and noted it was the first time he had the opportunity to sit there during a flight. He stated he was not wearing the shoulder harness straps nor was the pilot and Mr. Lynch was not informed they were installed in the aircraft, how to put them on, or that the seat went up and down. Mr. Lynch also mentioned he is 5'7" tall and would have adjusted the seat if he would have known that was an option and used his shoulder belts as he is a safety conscious person. Mr. Lynch stated the only other injuries he was aware of were sustained by Mr. Devin Oneil who received a rug burn and was not believed to be wearing his seat belt.

I asked if the passengers received a briefing at all prior or during the flight and Mr. Lynch said no but prior to take off Mr. Thompson asked if they had been on the plane before, the passengers said yes and he replied, " then you know where the emergency exits are". Prior to departure Mr. Thompson stated they needed to get going because the weather was getting bad in Fargo. Enroute Mr. Lynch heard Fargo tower advise weather was not good, the pilot stated he would try Moorhead first then go to Fargo if that didn't work. Mr. Lynch texted his boss at 5:52 that they were approaching the airport and they could be picked up in approx. 10 minutes. Mr. Lynch said the pilot asked him to be on the lookout for the runway and at around 3600ft they banked to line up for the approach. Mr. Lynch stated he was "on the edge of his seat" looking for the airport. He heard an audible "too low" warning three times, saw some runway lights at eye level, then impacted the ground.

Mr. Lynch said he did not think the pilot initiated a go around and he did not see him adjust power settings or move the yoke. He stated after the impact and checking for injuries Mr. Thompson apologized and they departed the aircraft to wait for help to arrive.

Mr. Lynch called me back at approximately 4:02 PM 11/29/2016 and stated he was very unhappy with the news report he saw regarding the NTSB preliminary investigation saying the pilot lost sight of the runway. Mr. Lynch said he didn't believe any of the people on board ever saw the runway until just prior to impact. He also mentioned again he was upset that he had not been told about shoulder restraints and that the pilot was not wearing them either.

Jeffrey R. Vigdal

ASI, Fargo FSDO

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