



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

REPORT DATE

April 02, 2012

REPORT NO

ZDV-ARTCC-0239

NAME OF REPORTING FACILITY

Minneapolis ARTCC (ZMP)


14 CHRONOLOGICAL SUMMARY OF FLIGHT

March 28, 2012

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1620 N1567W initiated contact with ZMP R23 and requested VFR flight following to KIL0 ROMEO SIERRA LIMA.
- 1621 The controller radar identified N1567W and issued the Dickinson, ND, altimeter, 2994.
- 1646 The controller instructed the pilot of N1567W to contact Denver Center on 127.95.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE April 20, 2012	REPORT NO. ZDV-ARTCC-0239
	NAME OF REPORTING FACILITY Denver ARTCC (ZDV)	

14 CHRONOLOGICAL SUMMARY OF FLIGHT

March 28, 2012

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1641 N1567W attempted to check on frequency with the Denver Center Sector 31 Radar Controller (R31). R31 could hear N1567W but was not able to get a reply.

1659 After several attempts beginning at 1646Z, communications was established with N1567W. The Philip, SD altimeter was issued. Lost communications instructions were issued to N1567W.

1720 The Valentine, NE altimeter was issued to N1567W.

1753 Communications with N1567W was transferred to the Denver Center Sector 19 Radar Controller (R19).

1754 N1567W checked on frequency with R19 at 11,500 feet and was instructed to report any altitude changes.

1801 R19 advised N1567W about an area of weather they were approaching and offered alternative weather avoidance routing options.

1802 N1567W declared an emergency and requested vectors to the nearest airport. R19 advised that Broken Bow airport (BBW) was at their 10 o'clock and 19 miles.

1803 R19 asked N1567W the nature of their emergency and was advised the aircraft had lost engine power. R19 provided airport information for BBW and asked N1567W if they thought they could make the airport. N1567W responded that they believed they could. N1567W advised they had 2 persons on board the aircraft.

1804 N1567W advised R19 they had power back on one engine. R19 provided updated airport location information. R19 asked the pilot of N1567W if he was IFR qualified and, upon being told yes, asked if N1567W wanted an IFR clearance into BBW.

1805 N1567W advised they did want an IFR clearance into BBW. R19 issued N1567W an IFR clearance and instructed them to descend and maintain 5,000 feet. R19 asked N1567W about their departure point and flight plan information.

1806 R19 advised N1567W there were multiple unlit tower NOTAMS for BBW and issued the current BBW METAR.

1807 R19 asked N1567W if they were able to start the other engine. N1567W replied they were not showing any fuel flow on it. R19 advised BBW was 12 o'clock and 11 miles. R19 arranged to have a high altitude aircraft come up on the frequency in case a communication relay was needed.

1808 R19 advised N1567W that BBW was 12 O'clock and 9 miles and instructed them to report BBW in sight for the visual approach. R19 confirmed that N1567W was not requesting any special equipment at the airport.



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ZDV-ARTCC-0239

NAME OF REPORTING FACILITY

Denver ARTCC (ZDV)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 1809 R19 observed N1567W below 5,000 feet and asked if they were capable of maintaining 5,000 feet. N1567W advised they were trying to get back to the altitude.
- 1811 N1567W reported BBW in sight but was covered by a landline call.
- 1812 R19 confirmed N1567W had BBW in sight and cleared them for a visual approach. Communications were beginning to become intermittent so R19 reissued the visual approach clearance to N1567W through SKW4797.
- 1813 R19 relayed airport traffic information and radar service termination through SKW4797 and cleared them to change to advisory frequency.
- 1816 R19 asked SKW6268 to attempt to contact N1567W. SKW6268 was not able to contact N1567W. Over the next few minutes numerous unsuccessful attempts were made to contact N1567W.
- 1820 SKW6268 reported that a helicopter at BBW reported that an aircraft had crashed west of the runway and was on fire.

No More Follows