



# Federal Aviation Administration

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## Memorandum

Date: February 26, 2020

To: Andy Atchley, Director, Central Service Center

From: [REDACTED]  
Matthew Bonidie, Manager, Clarksburg Airport Traffic  
Control Tower

Subject: **INFORMATION:** Certification Statement  
Aircraft Accident, N214K  
Grafton, WV, January 27, 2020

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I certify that aircraft accident package, 20-001-CKB, has been reviewed and is complete.

Copy

Aircraft Accident Package

20-001-CKB


N214K, A220

January 27, 2020, 1657 UTC

Destroy: January 27, 2025 UTC

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE February 26, 2020	REPORT NO. 20-001-CKB				
<b>REPORT OF AIRCRAFT ACCIDENT</b>		NAME OF REPORTING FACILITY Clarksburg ATCT (CKB)					
1. AIRCRAFT IDENTIFICATION AND TYPE N214K, A220	2. DATE/TIME OF ACCIDENT (UTC) January 27, 2020; 1657 UTC	3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Grafton, WV					
4. NATURE OF ACCIDENT N214K Departed CKB VFR to Northeast, No Flight Following. Aircraft was switched to advisories at Airspace Boundary. Crashed afterward. CKB was informed of Accident at 1840z.		LATITUDE/LONGITUDE (OPTL) N39 23 33.3600 W080 02 52.4400					
		5. TYPE OF FLIGHT No Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Unknown Unknown	Unknown	Unknown, Unk			X	
7. PASSENGER DATA	NUMBER ABOARD 0	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 0			
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE None				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT CLARKSBURG METAR - 1653 UTC: wind two eight zero at nine, visibility one zero statute miles, ceiling one thousand five hundred broken, two thousand five hundred overcast, temperature four, dew point minus two, altimeter two nine eight five						
	FIRST REPORT SUBSEQUENT TO ACCIDENT CLARKSBURG METAR - 1753 UTC: wind two six zero at six, visibility one zero statute miles, ceiling one thousand eight hundred broken, two thousand three hundred overcast, temperature four, dew point minus two, altimeter two nine eight three						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS			
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Matthew Bonidie							

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE	REPORT NO.
	March 03, 2020	20-001-CKB
NAME OF REPORTING FACILITY		
Clarksburg ATCT (CKB)		
14. CHRONOLOGICAL SUMMARY OF FLIGHT January 27, 2020		
ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED		
1739 N214K Reaches out to Ground Control (GC). GC Responds. N214K Requests Taxi for Departure to the East. GC Gives N214K Taxi Instructions to Runway 21.		
1742 GC Verifies N214K wants an Eastbound Departure. N214K Confirms.		
1743 N214K Requests Intersection Hotel Departure. GC gives Taxi Instructions to Runway 21 at Hotel Intersection.		
1744 N214K Calls Ready for Departure at Intersection Hotel.		
1745 Local Control (LC) Clears N214K for Takeoff. N214K Acknowledges Takeoff Clearance.		
1747 LC States N214K Negative Altitude Squawk. LC Verifies N214K's Altitude.		
1750 LC Gives N214K Frequency Change Approved. N214K Acknowledges Frequency Change and Thanks LC for the Help.		
<hr/> No More Follows		