



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: December 2, 2019
Person Contacted: Carey Story, Thunderstik Lodge
NTSB Accident Number: CEN20FA022 – Chamberlain, South Dakota

Narrative:

Mr. Story reported that the pilot and passengers had arrived at his lodge on Friday and stayed overnight. On Saturday morning, the pilot and one passenger stayed back while everyone else went hunting. He took them to the airport to check on the airplane. The pilot thought there would be favorable weather between 11:30am to 2:30pm when the temperature would be 33°/34°F. They took a ladder from the lodge and stopped at a local hardware store to buy some isopropyl alcohol on the way to the airport. The pilot and passenger worked for about 3 hrs. to remove the snow and ice that had accumulated on the airplane overnight. There was less than about 1/4-inch of ice on the airplane when they started. He commented that the ladder they brought from the lodge was approximately 7 feet tall and did not allow them to get to the top of the tail.

Mr. Story asked the pilot not to head out and mentioned they had room for them to stay another night back at the lodge. The pilot noted that they needed to get home. The pilot told him that the airplane was 98% good and the remaining ice would come off during takeoff.

Mr. Story recalled that the wind was from the northwest at 15 – 20 mph and it was snowing hard at the time the pilot took off. He saw the pilot complete a flight control check before taxiing from the ramp. All flight controls, including the wing flaps, appeared to move freely. He noted that there was still some snow on the left side of the aft fuselage.

----- End of entries -----



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Central Region

Date: December 2, 2019
Person Contacted: Dusten Hrabe, Chamberlain Airport Manager
NTSB Accident Number: CEN20FA022 – Chamberlain, South Dakota

Narrative:

Mr. Hrabe reported that he was plowing snow at the airport beginning about 0830 on the morning of the accident. He estimated that up to 2 inches of snow had fallen over the past 24 to 36 hours. He added that the weather at the time seemed to be deteriorating.

Mr. Hrabe stated that the pilot spent some time removing ice and snow from the airplane before the passengers arrived. He added that the pilot was pouring liquid on the airplane and appeared to be “chipping away” at the ice. The pilot commented, “it’s coming off pretty good.” He interpreted that to mean the ice. The pilot did have a ladder to assist with the effort.

Mr. Hrabe noted that once the passengers arrived, they loaded up the airplane, taxied from the ramp, back taxied down the runway 31, turned around and took off. About 15 minutes after the airplane departed, he received a call from Minneapolis Center. They were inquiring whether the airplane had taken off; he informed them that it had departed.

----- End of entries -----

Sorensen Tim

From: eyewitnessreport
Sent: Friday, December 6, 2019 3:54 PM
To: Sorensen Tim
Subject: Fw: 11/30/2019 plane crash @ Chamberlain

Hi Tim,

FYI from eyewitness mail box

Regards,
Erik

Erik R Grosf
Senior Advisor Special OPS and Interagency Coordination

From: scott lewis [REDACTED]
Sent: Friday, December 6, 2019 2:47 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: 11/30/2019 plane crash @ Chamberlain

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

My name is Scott Lewis. I was at my mother in law's house, located at [REDACTED] When the plane took off from the airport. I was putting my daughters car in her garage and was sweeping snow off of it when I heard the plane take off. It was snowing so hard i could not see the plane, her house sits where a person can look straight down the runway from the living room window. That plane didnt go over her house like all of the others that do that takeoff in that direction. I hope this is some information that will be useful to the NTSB.

Scott Lewis

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