



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

REPORT DATE

April 06, 2015

REPORT NO.

D10-TRACON-0050

NAME OF REPORTING FACILITY

Minneapolis ARTCC (ZMP)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 05, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0028 N441TG departs Willmar Municipal Airport (BDH) VFR and requests IFR clearance.
- 0029 Minneapolis Center Sector 9 (R09) instructs N441TG to squawk 2601. R09 identifies N441TG and verifies Mode C. R09 delivers clearance to Denton Municipal Airport (DTO) and issues FL190.
- 0030 R09 issues N441TG FL230.
- 0038 R09 instructs N441TG to contact Minneapolis Center on frequency 119.87.
- 0039 N441TG checks on frequency climbing through FL220 for FL230. Minneapolis Center Sector 19 (R19) issues traffic and advises N441TG to expect to level until traffic clears.
- 0040 R19 issues a pilot's discretion climb to FL280.
- 0041 R19 instructs N441TG to contact Minneapolis Center on frequency 128.67.
- 0042 N441TG checks on frequency out of FL234 for FL280.
- 0050 Minneapolis Center Sector 18 (R18) advises N441TG to contact Minneapolis Center on frequency 135.77.
- 0051 N441TG checks on frequency FL280.
- 0108 Minneapolis Center Sector 30 (R30) instructs N441TG to contact Minneapolis Center on frequency 123.97.
- 0109 N441TG checks on frequency level at FL280
- 0112 Minneapolis Center Sector 38 (R38) instructs N441TG to contact Minneapolis Center on frequency 135.1.
- 0113 N441TG checks on frequency level at FL280.
- 0125 Minneapolis Center Sector 39 (R39) instructs N441TG to contact Kansas City Center on frequency 125.17.

No More Follows



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

REPORT DATE

February 11, 2015

REPORT NO.

D10-TRACON-0050

NAME OF REPORTING FACILITY

Kansas City ARTCC (ZKC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 05, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0125 N441TG reported on Kansas City Center Sector 24 (R24) frequency level at FL280. R24 acknowledged.
- 0143 R24 instructed N441TG to contact Kansas City Center Sector 02 (R02) on frequency 132.25. N441TG acknowledged the frequency change. N441TG reported on R02's frequency level at FL280. R02 acknowledged.
- 0144 R02 changed the routing of N441TG to MOOSE GREGG7. R441TG read back the reroute correctly.
- 0159 N441TG asked R02 if they see him going direct to MOOSE. R02 replied he was maybe one or two degrees off course. N441TG acknowledged.
- 0203 R02 instructed N441TG to contact Kansas City Center Sector 27 (R27) on frequency 133.92. N441TG acknowledged the frequency change. N441TG reported on R27's frequency level at FL280. R27 acknowledged.
- 0222 R27 initiated a point out on N441TG to Fort Worth Center McAlister (MLC) sector. MLC approved the point out.
- 0223 R27 instructed N441TG to contact Fort Worth Center on 132.45. N441TG acknowledged the frequency change.

No More Follows



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

REPORT DATE

February 09, 2015

REPORT NO.

D10-TRACON-0050

NAME OF REPORTING FACILITY

Fort Worth ARTCC (ZFW)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 05, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0223 N441TG checked on the Oklahoma City High Altitude Sector Radar Position (R49) frequency at FL280 direct to MOOSE intersection. R49 acknowledged the check on.
- 0226 R49 issued N441TG a frequency change to 132.97. The pilot acknowledged the frequency change. N441TG checked on the Ardmore High Altitude Sector Radar Position (R48) frequency at FL280. R48 acknowledged the check on.
- 0233 R49 cleared N441TG to descend to and maintain FL260. The pilot acknowledged the clearance.
- 0234 R49 cleared N441TG to descend to FL240. The pilot acknowledged the clearance.
- 0235 R49 issued N441TG a frequency changed to 124.75. The pilot acknowledged the frequency change. N441TG checked on the Frisco Low Altitude Sector Radar Position (R53) frequency descending to FL240. R53 issued N441TG a descent clearance to 10 thousand feet. The pilot acknowledged the clearance.
- 0237 R53 issued N441TG a frequency change to 127.95. The pilot acknowledged the frequency change.
- 0238 N441TG checked on the Bowie Low Altitude Sector Radar Position (R75) frequency. R75 asked the pilot to verify assigned altitude. N441TG advised R75 that assigned altitude was 10 thousand feet. R75 issued N441TG the Dallas-Fort Worth altimeter and advised the pilot that he was showing out of FL253. The pilot advised leaving FL254.
- 0241 R75 cleared N441TG to cross GREGS at and maintain 4 thousand feet. N441TG acknowledge the clearance.
- 0248 R75 advised N441TG that radar contact lost 45 miles north of GREGS. The pilot acknowledged the information.
- 0250 R75 advised N441TG radar contact 14 miles north of GREGS and to contact Regional Approach on 119.4. The pilot acknowledged the frequency change.

No More Follows



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

REPORT DATE

February 09, 2015

REPORT NO.

D10-TRACON-0050

NAME OF REPORTING FACILITY

Dallas/Ft. Worth TRACON (D10)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 05, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0250 N441TG reported on Arrival Radar 1 (AR1) frequency at 4,000 ft. AR1 issued Denton Municipal airport (DTO) weather and was told to expect the GPS 36 approach.
- 0252 AR1 instructed N441TG to proceed direct WOBOS.
- 0259 AR1 instructed N441TG to descend to 3,000 ft.
- 0301 AR1 informed N441TG that the previous aircraft landing DTO airport was a C172 that reported light to moderate turbulence on final.
- 0303 AR1 instructed N441TG to descend to 2,500 ft. N441TG was instructed to turn right heading 180.
- 0304 AR1 instructed N441TG to turn left heading 090. AR1 subsequently instructed N441TG to turn left heading 080.
- 0305 Eight miles from NULUX AR1 instructed N441TG to fly heading 030, maintain 2,500 ft. until establish on the final approach course and issued GPS runway 36 approach clearance.
- 0306 AR1 instructed N441TG to contact DTO tower on 119.95.
- 0309 N441TG was 1.5 miles outside of NULUX indicating 1,200 ft. AR1 called DTO tower to verify "you got November one tango gulf?". DTO tower advised that N441TG was not answering. AR1 attempted to establish radio contact with N441TG.
- 0310 DTO tower advised AR1 that N441TG may be down.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT OF AIRCRAFT ACCIDENT

(Continuation Sheet)

REPORT DATE

February 13, 2015

REPORT NO.

DTO-FCT-0008

NAME OF REPORTING FACILITY

Denton FCT (DTO)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 5, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0307 N441TG called Local Control (LC) inbound on the GPS Runway 36 Approach. LC issued the wind and cleared N441TG to land. N441TG acknowledged. LC then queried N441TG if he had received the PIREP from a previous landing aircraft. N441TG advised he had.
- 0308 LC advised N441TG to check his altitude, provided his current position from the marker, and advised what his altitude should be. N441TG acknowledged. LC advised the Dallas-Ft Worth TRACON (D10) that N441TG was coming back up.
- 0309 LC advised N441TG that he was one mile from the final approach fix and he should be crossing it at two thousand one hundred. and added or Nulux at two thousand. N441TG did not respond. Approximately 16 seconds later LC asked N441TG if he heard him. N441TG did not respond. LC then advised D10 that N441TG was not responding. D10 acknowledged and advised they would try calling the aircraft. LC again called N441TG and received no response.
- 0310 LC advised D10 that he thought N441TG was down. D10 advised they were working on it and the aircraft was not responding to them either.

No More Follows



Federal Aviation Administration

Memorandum

Date: April 10, 2015

To: Aircraft Accident File D10-TRACON-0050

From: Dallas/Ft. Worth Terminal Radar Approach Control Facility

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N441TG
Argyle, TX, February 05, 2015

This transcription covers the Dallas/Ft. Worth Terminal Radar Approach Control Facility (TRACON) AR1 AR position for the time period from February 05, 2015, 0220 UTC, to February 05, 2015, 0341 UTC.

Agencies Making Transmissions

N441TG
Arrival Radar 1
Denton ATCT

Abbreviations

N441TG
AR1
DTO ATCT

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N441TG.

[REDACTED]

Paul Mlinar
Support Specialist
D10 TRACON

0220
(0221-0249)

0250
0250:46 N441TG and four four one tango golf checking on with you level at four

0250:52 AR1 four four one tango golf regional approach roger ah denton weather wind three five zero at two zero gust to two eight two and a half statute miles visibility light rain mist ceiling overcast at one thousand altimeter three zero two three and ah expect the g p s runway three six approach

D10-TRACON-0050
N441TG

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0251:09 N441TG and that was for four four one tango golf right

0251:11 AR1 november one tango golf affirmative

0251:14 N441TG okay we've got it setup to do the rnav into three six

0251:20 AR1 november one tango golf roger thanks
0252

0252:54 AR1 november one ah tango golf proceed direct to wobos

0253:02 N441TG okay direct to wobos
0254
(0255-0258)
0259

0259:35 AR1 november one tango golf descend and maintain three
thousand

0259:38 N441TG tango golf down to three thousand
0300
0301

0301:20 DTO ATCT meacham denton or a r one denton

0301:23 AR1 meachams

0301:24 DTO ATCT ah the cessna just landed said light to moderate for him
um so for one seventy two and ah broke out about a mile
and a half

0301:31 AR1 light to moderate what rain

0301:32 DTO ATCT no ah turbulence

0301:33 AR1 turbulence okay thanks (unintelligible)

0301:34 DTO ATCT (unintelligible)

0301:37 AR1 november one tango golf cessna one seventy two just landed
at denton said ah light to moderate turbulence on the

final

0301:44 N441TG okay four four one tango golf thank you
0302
0303
0303:08 AR1 november one tango golf descend and maintain two thousand
five hundred

0303:13 N441TG okay down to two point five

0303:20 AR1 november one tango golf turn right heading one eight zero

0303:24 N441TG turn right to one eight zero
0304

0304:27 AR1 one tango golf turn left heading zero niner zero

0304:30 N441TG okay left to zero niner zero

0304:59 AR1 november one tango golf turn left heading zero eight zero
now

0305:02 N441TG okay left to zero eight zero

0305:39 AR1 november one tango golf you're eight miles from nulux turn
left heading zero three zero maintain two thousand five
hundred until established on the final approach course
cleared g p s runway three six approach

0305:49 N441TG okay zero three zero maintain two point five until
established on the approach
0306

0306:16 AR1 november four four one tango golf contact denton tower now
one one niner point niner five

0306:21 N441TG one one niner point niner five thanks
0307
0308
0309
0309:07 AR1 you got one tango golf okay

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0309:09 DTO ATCT yep

0309:10 AR1 thank you

0309:32 DTO ATCT meacham he's not answering me

0309:38 AR1 roger copy we'll try him

0309:41 AR1 ah four four one tango golf how do you hear
0310

0310:04 DTO ATCT meacham denton i think he's down

0310:06 AR1 we're working on it we copy *(we he's not answering us
 either we already) got things moving

0310:10 DTO ATCT ten four

0310:12 AR1 (unintelligible) anything you never saw him did you

0310:14 DTO ATCT i did and he talked to me not visually no i gave him a low
 altitude alert told him to climb and he said he was
 climbing back up

0310:19 AR1 copy

0310:20 DTO ATCT he didn't answer (unintelligable)
0311
(0312-0340)
0341

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.



Robinson Aviation (RVA), Inc.

Memorandum

Date: February 22, 2015

To: Aircraft Accident File DTO-FCT-0008

From: Denton FAA Contract Tower

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N441TG
Argyle, TX, February 4, 2015

This transcription covers the Denton FAA Contract Tower (FCT) Local Control (LC) position for the time period from February 5, 2015, 0237 UTC, to February 5, 2015, 0341 UTC.

Agencies Making Transmissions

C441, N441TG
Denton FCT, Local Control
Dallas-Ft. Worth TRACON, D10

Abbreviations

N441TG
LC
D10

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N441TG


David H. Storey
Air Traffic Manager
Denton FCT

0237

(0238-0306)

0307

0307:16

N441TG

denton tower four four one tango golf inbound for landing

0307:19

LC

twin cessna four four one tango golf denton tower roger wind uh
three six zero one nine gust two five runway three six cleared to
land

DTO-FCT-0008
N441TG

Page 2 of

0307:27	N441TG	three six cleared to land
0307:29	LC	and they gave you the pirep from that cessna *(that landed a while) ago
0307:32	N441TG	yes sir they did
0307:33 0308	LC	okay thanks
0308:47	LC	cessna one tango golf check your altitude you're still uh a couple miles from the marker and uh believe your altitude should be about two thousand one hundred there
0308:54 0309	N441TG	okay going back to (unintelligible)
0309:02	LC	i got him coming back up
0309:06	D10	you got one tango golf okay
0309:09	LC	yep
0309:12	LC	yeah one tango golf you're still uh about a mile from the uh final approach fix should be crossing there at i think two thousand one hundred
0309:23	LC	or nulux at two thousand
0309:28	LC	twin cessna one tango golf tower how do you hear

DTO-FCT-0008
N441TG

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0309:34 LC meachum he's not answering me

0309:38 D10 roger copy we'll try em

0309:43 LC twin cessna four four one tango golf denton tower
0310

0310:03 LC meachum denton i think he's down

0310:06 D10 we're working on it we copy we're he's not answering us either we
already got things moving if you hear anything you never saw him did you

0310:15 LC i did and he talked to me not visually no i gave him a low altitude alert
told him to climb and he said he was climbing back up

0310:19 D10 copy

End of Transcript

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