

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE December 20, 2016	REPORT NO. FAR-ATCT-0189				
		REPORT OF AIRCRAFT ACCIDENT					
NAME OF REPORTING FACILITY Fargo ATCT (FAR)							
1. AIRCRAFT IDENTIFICATION AND TYPE N123KK, C340	2. DATE/TIME OF ACCIDENT (UTC) December 1, 2016; 2229 UTC	3. LOCATION OF ACCIDENT (MANDATORY) Fargo, ND; 12 miles south of KFAR LATITUDE/LONGITUDE (OPTIONAL) N46 44 08.0000 W096 49 30.0000					
4. NATURE OF ACCIDENT crash on final approach		5. TYPE OF FLIGHT IFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Hans Ahlness	Pilot	Fargo, ND			X	
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT 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 FARGO METAR - 2153 UTC: wind three four zero at one three knots, visibility one zero statute miles, few clouds at nine hundred, ceiling one thousand seven hundred overcast, temperature zero, dew point minus three, altimeter two nine nine nine						
	FIRST REPORT SUBSEQUENT TO ACCIDENT FARGO METAR - 2258 UTC: wind three six zero at one one knots, visibility one zero statute miles, ceiling one thousand five hundred overcast, temperature minus one, dew point minus three, altimeter three zero zero zero						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS		
	Matthew A Lindbo *(ML)	FAR ATCT	CR AC				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Margaret C. Flategraff							

FAA Form 8020-6 (12-14) Supersedes Previous Edition | Electronic Version

FAR-ATCT-0189

N123KK

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

REPORT DATE

December 19, 2016

REPORT NO.

FAR-ATCT-0189

NAME OF REPORTING FACILITY

Minneapolis ARTCC (ZMP)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 01, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2023 N123KK checks on Minneapolis Air Route Traffic Control Center sector 24 (R24) climbing to Flight Level (FL) 230.
- 2024 R24 clears N123KK to climb to FL250. N123KK acknowledges.
- 2046 N123KK requests to delay within 15 nautical miles (nm) of the 46D waypoint. R24 clears N123KK to delay within 20nm of the 46D waypoint.
- 2057 N123KK requests FL200. R24 issues traffic and turns.
- 2058 N123KK requests and receives clearance to FL200.
- 2105 N123KK requests and receives clearance to 17,000.
- 2109 N123KK requests and receives clearance to 13,000.
- 2117 N123KK requests and receives clearance to 11,000.
- 2120 N123KK requests and receives clearance to 9,000.
- 2124 N123KK requests and receives clearance to 7,000.
- 2129 N123KK requests and receives clearance to 5,000.
- 2133 N123KK requests and receives clearance to RNAV 31 approach at Carrington (46D)
- 2134 R24 clears N123KK, after missed approach, to climb to 7,000 and proceed direct Fargo. N123KK acknowledges.
- 2136 N123KK is cleared to change to advisory frequency. N123KK acknowledges.
- 2151 N123KK reports on the missed approach.
- 2152 R24 radar identifies N123KK and clears direct Fargo and maintain 7,000. N123KK acknowledges.
- 2212 R24 clears N123KK to contact Fargo approach on frequency 120.4. N123KK acknowledges.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 16, 2016	REPORT NO. FAR-ATCT-0189
	NAME OF REPORTING FACILITY Fargo ATCT (FAR)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 01, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2213 N123KK checks on level at 7000' MSL with information romeo. Fargo approach instructs N123KK to proceed direct the Fargo VOR and expect vectors for the ILS runway 36 final approach course issuing a descent to 5000'.

2214 Fargo approach issues N123KK the latest PIREP of tops 4.8 tops 2.1 with moderate rime ice in the clouds with outside air temperature of minus nine by a regional jet about 20 minutes ago, and a king air 20 southwest just reported tops five thousand. N123KK responds saying he'll stay up here until getting closer.

2217 Fargo approach passes a PIREP from a king air currently on final approach to Fargo of tops five thousand bases two thousand seven hundred moderate mixed ice in the clouds temperature minus eight. N123KK acknowledges.

2218 Fargo approach issues instructions to turn ten degrees right descend pilot's discretion maintain four thousand. N123KK reads back the instructions correctly.

2224 Fargo approach instructs N123KK to turn left one zero zero. N123KK reads back the instruction correctly.

2226 Fargo approach instructs N123KK to turn left zero niner zero descend and maintain two thousand eight hundred. N123KK reads back the instruction correctly.

2227 Fargo approach instructs N123KK to turn left zero three zero maintain two thousand eight hundred until established on the localizer cleared ILS 36 approach. N123KK reads back the instruction correctly.

2228 Fargo approach instructs N123KK to turn left zero three zero to join. N123KK reads back the instruction correctly. About 40 seconds later N123KK reports "got a fire onboard I'm inbound for Fargo." Fargo approach immediately responds "roger we're rolling the trucks now how many souls onboard?" N123KK replies, "just one". Fargo approach responds acknowledges and issues a low altitude alert and to climb immediately, altitude indicating one thousand seven hundred. N123KK does not respond.

 No More Follows