



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: July 4, 2017
Person Contacted: Michael Richards, NTSB Meteorologist
NTSB Accident Number: CEN17LA244 – Stirum, North Dakota

Narrative:

Mr. Richards provided the following weather data related to the accident flight:

AIRMETs – There was one applicable AIRMET active for the accident location. AIRMET SIERRA for IFR conditions barely covered the accident site (the site was very close to the border of the AIRMET). Other AIRMETs active were for conditions above 10,000’.

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WAUS43 KPCI 290845
WA3S
_CHIS WA 290845
AIRMET SIERRA UPDT 1 FOR IFR VALID UNTIL 291500
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AIRMET IFR...ND SD MN WI LM LS MI LH
FROM 80NE MOT TO 30N INL TO YQT TO 40SE SSM TO 30SE GRR TO 30ESE
MSP TO 60NNW ABR TO 80NE MOT
CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS CONTG BYD 15Z THRU 21Z.
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SIGMETs – no convective or non-convective SIGMETs

CWSU – No advisories issued by the ZMP CWSU

Area Forecast – For eastern ND, the Area Forecast forecasted for the accident time, ceiling broken at 2000’ msl with tops at 3000’ msl, visibility 3-5 statute miles, mist.

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FAUS43 KPCI 290945
FA3W
_CHIC FA 290945
SYNOPSIS AND VFR CLDS/WX
SYNOPSIS VALID UNTIL 300400
CLDS/WX VALID UNTIL 292200...OTLK VALID 292200-300400
ND SD NE KS MN IA MO WI LM LS MI LH IL IN KY
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Richards (July 4, 2017)

SEE AIRMET SIERRA FOR IFR CONDS AND MTN OBSCN.
TS IMPLY SEV OR GTR TURB SEV ICE LLWS AND IFR CONDS.
NON MSL HGTS DENOTED BY AGL OR CIG.

SYNOPSIS...FRONTAL BNDRY ERN UPR MI-CNTRL WI-CNTRL IA-CNTRL NE-NW
KS WL REMAIN NEARLY STNR THRU 18Z AND MOV TO NRN LWR MI-SRN
WI-CNTRL IA-CNTRL KS BY 22Z. COLD FNT WL ENTER WRN DAKOTAS BY 18Z
AND MOV TO CNTRL DAKOTAS-NE PNHDL BY 22Z.

ND
WRN...BKN120 TOP 160. 13Z BKN090. WDLY SCT -SHRA. OTLK...VFR.
CNTRL...BKN120 TOP 140. 15Z BKN070. WDLY SCT -SHRA. OTLK...VFR
SHRA.
ERN...BKN020 TOP 030. VIS 3-5SM BR. 15Z BKN035 TOP 050. 17Z
SCT050 BKN090 TOP 120. WDLY SCT -SHRA. OTLK...VFR.

METARs – Here are some obs from BWP, about 50 miles east of the accident site at an elevation of 965 feet. Basically showed lowest ceiling at 600' agl, lowest vis at 7 SM during the period.

METAR KBWP 291110Z AUTO 36007KT 10SM OVC010 16/13 A2975 RMK A01=
METAR KBWP 291130Z AUTO 36007KT 10SM OVC008 16/13 A2974 RMK A01=
METAR KBWP 291150Z AUTO 36007KT 10SM OVC006 16/13 A2973 RMK A01=
METAR KBWP 291210Z AUTO 34008KT 10SM OVC006 16/13 A2976 RMK A01=
METAR KBWP 291230Z AUTO 33006KT 10SM OVC006 16/13 A2979 RMK A01=
METAR KBWP 291250Z AUTO 31006KT 7SM OVC006 15/13 A2981 RMK A01=
METAR KBWP 291310Z AUTO 36006KT 10SM OVC006 16/13 A2980 RMK A01=
METAR KBWP 291330Z AUTO 02006KT 10SM OVC008 16/13 A2980 RMK A01=
METAR KBWP 291350Z AUTO 36006KT 10SM OVC006 16/13 A2979 RMK A01=

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



RECORD OF CONVERSATION

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Date: June 30, 2017
Person Contacted: Mark Oglesby, Leidos
NTSB Accident Number: CEN17LA244 – Stirum, North Dakota

Narrative:

Mr. Oglesby reported that a database search revealed that no pre-flight briefing services were provided to the accident airplane on June 28 or 29. A search of the DUATS database also did not reveal any briefing or flight plan services provided to the accident airplane on those dates.

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



RECORD OF CONVERSATION

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Date: July 6, 2017
Person Contacted: Josh Berman, ForeFlight
NTSB Accident Number: CEN17LA244 – Stirum, North Dakota

Narrative:

Mr. Berman reported that he was unable to locate a ForeFlight account associated with the pilot. In addition, a search of the database did not reveal any briefings, flight plans, or other pre-flight weather related to the accident airplane.

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