

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

MOONEY M20J AIRCRAFT CRASH *

MOOSE LAKE, MINNESOTA * Accident No.: CEN19FA139

MAY 8, 2019 *

*

* * * * *

AUDIO FILE: N111JP-FTW-082041.WAV

Radio Communications

Wednesday,
May 8, 2019

R E C O R D I N G

1

2 LIDO/FS: Minnesota Lido Flight Services. May I help you?

3 N111JP: Yes. I'd like to file an IFR flight plan and get
4 standard weather briefing.

5 LIDO/FS: Okay --

6 N111JP: I'm in 111 -- 111-Juliet-Papa this afternoon.

7 LIDO/FS: All righty. I've got that profiled and ready to
8 go.9 N111JP: I'm departing Mike-Zulu-Hotel at 2115 Zulu, 4,000
10 feet. Mike-Zulu-Hotel direct Mike-India-Charlie; destination
11 Mike-India-Charlie; 1 hour 0 minutes, due in 3 hours 0 minutes;
12 and one on board.13 LIDO/FS: All righty. I've got the IFR for November-111-
14 Juliet-Papa. An M20 Papa (indiscernible) 1-3-0 knots. Departing
15 Mike-Zulu-Hotel, Moose Lake, at 2115 Z, 4,000. Direct Mike-India-
16 Charlie, Crystal. An hour en route, 3 hours of gas, one person on
17 board. Everything else is in the personal profile. That flight
18 plan is --

19 N111JP: Can I change --

20 LIDO/FS: Go ahead.

21 N111JP: Can I change the airspeed, because --

22 LIDO/FS: Sure.

23 N111JP: Airspeed for my Mooney is probably closer to 150.

24 LIDO/FS: 1-5-0?

25 N111JP: Yeah. Better change that on the profile.

1 LIDO/FS: That's what I'm doing right now. And let's see
2 here. Let's go in here, and go to triple 1-Juliet-Papa, 150. And
3 hit the magic save button. And that is a done deal. So you're
4 all set.

5 N111JP: Okay.

6 LIDO/FS: All right.

7 N111JP: And then a standard brief.

8 LIDO/FS: Sure thing. All righty. Let's see. First of all,
9 let's start out with the weather advisories. I'm going to clean
10 this up so we got a clear picture of what's going on. You don't
11 have anything convective in the area so you don't have to worry
12 about that.

13 As far as low altitude turbulence, it looks like moderate
14 turbulence from the surface up to flight level 1-8-0 for the
15 route. Nothing for -- well, we do have AIRMET for ice from the
16 freezing level up to 22,000 feet. And the freezing level in your
17 neighborhood is right around 4,000. And let's see here. The
18 AIRMET for IFR, of course, exists over the entire course and it's
19 going to continue to be that way probably all the way through the
20 night.

21 Low level wind shear anticipated. Looks like -- yeah, the
22 approach into Crystal look for low level wind shear development.
23 And nothing for strong surface winds greater than 30 knots. And I
24 don't show anything else going on. It's all nice and clean.

25 Taking a look at the TFRs -- let's see here. It looks like

1 we've got -- Minneapolis, Minnesota, tomorrow we're good. We
2 don't have any TFRs for the route. And currently at Moose Lake
3 the automated system showing wind 0-4-0 at 7, gusting to 1-5.
4 Visibility 5 miles and moderate rain with a ceiling of 1,400,
5 overcast. Temperature 2. Dewpoint 0. And the altimeter 3-0-0-5.

6 At Crystal, .060 at 1-5, gusts 2-5. Visibility 2 miles with
7 heavy rain and mist. A few at 900. A ceiling of 1,400, broken.
8 2,700 overcast. Temperature is 6. Dewpoint 6. The altimeter 2-
9 Niner-8-3.

10 Going past a couple of stations, Field of Dreams is looking
11 at 1900 broken, 2800 broken, and 3300 overcast. Cambridge is
12 ceiling 1,300 broken, 2,300 overcast. The only pilot report I've
13 got is absolutely useless to us. It's all up in the flight
14 levels.

15 Forecast conditions at home, looks like between now and 7
16 p.m., 00 Z, winds 0-4-0 at 1-8; gusts 2-8. Visibility 2 miles
17 with moderate rain and mist. Ceiling 800 broken; 1,500 overcast.
18 Your winds at 4,000 forecasted on departure at 0-8-0 at 3-4, and
19 at home 0-Niner-0 at 4-1. Those are good until 10 o'clock
20 tonight.

21 Moose Lake wheels are out and one unlit obstruction almost 6
22 miles away not a factor. And at home the only NOTAM is an unlit
23 obstruction almost 6 miles away as well.

24 Is there anything else you want me to look up or try to find
25 for you?

1 N111JP: Can you give me the Minneapolis TAF for 1-2-0-0 Zulu
2 for tomorrow morning?

3 LIDO/FS: Sure thing. Starting at 7 a.m. tomorrow morning,
4 winds at 3-6-0 at 1-3, gusts 2-3. Visibility 6 miles with some
5 light rain and mist. Ceiling 1,500 overcast. That's good all the
6 way up until the noon hour. And then from noon until 7, winds 3-
7 4-0 at 1-5, gusts 2-5. Unrestricted with ceiling 2,500 broken,
8 4,000 overcast.

9 N111JP: Okay. Good to go. Thank you very much.

10 LIDO/FS: Have a good day. Appreciate any pilot reports.

11 N111JP: All right. Bye.

12 LIDO/FS: Bye.

13 (End of recording.)
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: MOONEY M20J AIRCRAFT CRASH
MOOSE LAKE, MINNESOTA
MAY 8, 2019
Radio Communications
Audio File: N111JP-FTW-082041.WAV

ACCIDENT NO.: CEN19FA139

DATE: May 8, 2019

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Kay Maurer
Transcriber

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

MOONEY M20J AIRCRAFT CRASH *

MOOSE LAKE, MINNESOTA * Accident No.: CEN19FA139

MAY 8, 2019 *

*

* * * * *

AUDIO FILE: N111JP-FTW-082128.WAV

Radio Communications

Wednesday,
May 8, 2019

R E C O R D I N G

LIDO/FS: Minnesota Lido Flight Service.

N111JP: Yes. This is 111-Juliette-Papa. I'd like to get a void, a void time clearance. I have an IFR flight plan from Mike-Zulu-Hotel to Mike-India-Charlie. And I'll be taking off with Duluth approach.

LIDO/FS: Okay. What runway?

N111JP: Runway 0-4, 5 minutes.

LIDO/FS: Oh, okay. Stand by just one moment, please.

Okay. So to verify again. I have November-111-Juliette-Papa, departing out of the Moose Lake Carrollton County Airport in Moose Lake, Minnesota, as Mike-Zulu-Hotel. You're going to the Crystal Airport in Minneapolis, Minnesota, as Mike-India-Charlie, Runway 4, ready to go in 5 minutes.

N111JP: Correct.

LIDO/FS: All right. I'll put you on hold here and get you your clearance.

(Pause.)

LIDO/FS: Line clear.

ATC: Duluth Tower.

LIDO/FS: Hello, there. This is Princeton radio, looking to pick up an IFR clearance for November-111-Juliette-Papa, departing out of the Mike-Zulu-Hotel Airport going to the Mike-India-Charlie Airport, Runway 4, ready to go in 5 minutes.

ATC: Okay. Can you say that one more time for me?

1 LIDO/FS: Yeah, absolutely. November-111-Juliette-Papa
2 departing out of the Mike-Zulu-Hotel Airport going to the Mike-
3 India-Charlie Airport, Runway 4, ready to go in 5 minutes.

4 ATC: And what was the destination airport?

5 LIDO/FS: Mike-India-Charlie. It's Crystal Airport in
6 Minneapolis.

7 ATC: Okay. Stand by. Give me one second.

8 (To colleague) It's a flight plan off Moose Lake,
9 Minneapolis? Yeah?

10 (Indiscernible) November-111-Juliette-Papa?

11 LIDO/FS: Correct.

12 ATC: All right. Stand by. I have to coordinate with
13 Minneapolis. Is he ready now?

14 LIDO/FS: Yes. Or 5 minutes.

15 ATC: Five minutes. All right. Stand by one second.

16 LIDO/FS: Okay.

17 ATC: (To colleague) I can hang up on this one, right?

18 (Pause.)

19 ATC: Flight Service, you still there?

20 LIDO/FS: Yes, I am.

21 ATC: All right. 111-Juliette-Papa depart from Moose Lake
22 Airport to the Crystal Airport as filed, climb and maintain 4,000.
23 Departure frequency 125.45. If unable, 121.05. Squawk 4542.
24 Clearance void if not off by 2135. And his intentions no later
25 than 2140.

1 LIDO/FS: Okay. So readback, I hear -- or I have November-
2 111 -- so ATC is going to clear November-111-Juliette-Papa for the
3 Mike-Zulu-Hotel Airport to the Mike-India-Charlie Airport as
4 filed. Climb and maintain 4,000. Squawk 4542. Duluth departure
5 125.45 or, if that doesn't work, 121.05. Clearance void 2135.
6 Papa to advise Duluth approach no later than 2140 of intentions.

7 ATC: That is correct.

8 LIDO/FS: Thank you, (indiscernible).

9 ATC: Yeah.

10 LIDO/FS: Okay. November-111-Juliette-Papa, I have a
11 clearance. Ready to copy?

12 N11JP: Ready to copy.

13 LIDO/FS: All right. ATC cleared November-111-Juliette-Papa
14 from the Mike-Zulu-Hotel Airport to the Mike-India-Charlie airport
15 as filed. Climb and maintain 4,000. Squawk 4542. Contact Duluth
16 Approach --

17 N11JP: Sorry, I (indiscernible) for the squawk? Can you
18 give the squawk again?

19 LIDO/FS: Yes. 4542.

20 N11JP: 4542. Okay. Thanks.

21 LIDO/FS: Contact Duluth Approach at 125.45. If that doesn't
22 work, try 121.05. Clearance void at 2135. If not off by 2135,
23 advise Duluth Approach no later than 2140 of intentions. Time
24 2127 and three-quarters.

25 N11JP: All right. 11-Juliette-Papa cleared from Mike-Zulu-

1 Hotel to Mike-India-Charlies as filed. Climb and maintain 4,000.
2 Squawk 4542. Contact Duluth Approach 125.45 or 121.05. Void if
3 not off by 2135. Contact regarding intentions by 2140. Clear
4 time was 2127.

5 LIDO/FS: Readback is correct.

6 N11JP: Okay. Thank you.

7 LIDO/FS: Have a good flight. Bye-bye.

8 (End of recording.)
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: MOONEY M20J AIRCRAFT CRASH
 MOOSE LAKE, MINNESOTA
 MAY 8, 2019
 Radio Communications
 Audio File: N111JP-FTW-082128.WAV

ACCIDENT NO.: CEN19FA139

DATE: May 8, 2019

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Kay Maurex
Transcriber