

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT				REPORT DATE October 12, 2021		REPORT NO. 21-001-A90	
				NAME OF REPORTING FACILITY Boston Consolidated TRACON (A90)			
1. AIRCRAFT IDENTIFICATION AND TYPE KAP345, C402		2. DATE/TIME OF ACCIDENT (UTC) September 9, 2021; 1933 UTC		3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Provincetown, MA			
4. NATURE OF ACCIDENT Aircraft ran off the departure end of Runway 07 while landing and went through a fence.				LATITUDE/LONGITUDE (OPTL) N42 04 33.0000 W070 12 47.0000			
				5. TYPE OF FLIGHT IFR Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Pietre Dijkstra	Pilot	Appleton, ME		X		
7. PASSENGER DATA		NUMBER ABOARD 6 AIRCRAFT	NUMBER UNINJURED 0	NUMBER INJURED 6	NUMBER FATALITIES 0		
8. AIRCRAFT DAMAGE Destroyed				9. PROPERTY DAMAGE Fence-Unknown			
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT PROVINCETOWN METAR - 1856 UTC: automated, wind two zero zero at five, visibility four statute miles, rain, mist, ceiling two hundred broken, six hundred overcast, temperature two one, dew point two one, altimeter two nine seven nine						
	FIRST REPORT SUBSEQUENT TO ACCIDENT PROVINCETOWN SPECI - 1937 UTC: automated, wind two one zero at one zero, visibility three statute miles, heavy rain, mist, few clouds two hundred, ceiling three thousand four hundred broken, five thousand overcast, temperature two one, dew point two one, altimeter two nine seven nine						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
	Timothy Brannigan *(TB)	A90 TRACON	FD2 FD				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Coleman Hartigan				COLEMAN HARTIGAN Digitally signed by COLEMAN HARTIGAN Date: 2021.10.12 12:45:58 -04'00'			

21-001-A90

KAP345



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Boston ATCT (BOS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 09, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1836 KAP345 called Clearance Delivery (CD) to pick up his Instrument Flight Rules (IFR) clearance to Provincetown Municipal Airport (PVC). CD issued clearance via route Papa, squawk 0047. KAP345 read back was correct and he said he would call when ready.

1854 KAP345 called CD ready to taxi at the base of the tower with Automated Terminal Information System (ATIS) Uniform. CD issued KAP345 monitor Ground Control (GC) point niner. KAP345 acknowledged.

1855 GC issued taxi instructions to runway two two right for KAP345. KAP345 read back was correct.

1858 GC instructed KAP345 to monitor tower frequency one two eight point eight. KAP345 acknowledged.

1902 Local Control West (LCW) issued KAP345 line up and wait runway two two right. KAP345 read back correct.

1903 LCW cleared KAP345 for takeoff, fly runway heading. KAP345 read back correct.

1905 LCW switched KAP345 to Boston Departure (ID). KAP345 acknowledged.

No More Follows



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- 1905 KAP345 reported on the Initial Departure (ID) position frequency, leaving 1,400 feet and climbing to 3,000 feet, runway heading. ID advised KAP345 radar contact and gave the altimeter.
- 1906 KAP345 was instructed by ID to turn left heading 200. KAP345 acknowledged.
- 1907 ID advised KAP345 to contact approach. KAP345 acknowledged. KAP345 checked on Plymouth (SM) position frequency, level at 3,000 feet, 200 heading.
- 1908 SM gave KAP345 altimeter and advised weather Notice to Airmen (NOTAM) at Provincetown Municipal Airport (PVC). KAP345 acknowledged.
- 1909 SM instructed KAP345 to turn left heading 150. KAP345 acknowledged. SM instructed KAP345 to proceed direct PVC.
- 1910 SM instructed KAP345 proceed direct PVC. KAP345 acknowledged.
- 1911 KAP345 advised that he had weather and NOTAMs for PVC, and that he could accept the Instrument Landing System (ILS) 7 Approach. SM instructed KAP345 to proceed direct WOMEK for the ILS Approach. SM advised KAP345 that company had arrived seven minutes prior on the ILS Approach and that the next controller would have any significant flight conditions.
- 1912 KAP345 acknowledged. SM advised KAP345 to contact approach 118.2. KAP345 acknowledged.
- 1913 KAP345 reported on Cape North (SN) position frequency at 3,000 feet, direct WOMEK. SN advised KAP345 maintain 3,000 feet until WOMEK, cleared ILS 7 approach. KAP345 acknowledged.
- 1916 SN advised KAP345 approach clearance cancelled, track the approach inbound, maintain 3,000 feet, and that there was one departure prior to his arrival. KAP345 acknowledged. KAP345 asked if SN wanted him to slow down? SN advised KAP345 no.
- 1918 SN advised KAP345 maintain 3,000 feet until WOMEK, cleared ILS 7 Approach PVC.
- 1919 KAP345 acknowledged.



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1921 SN advised KAP345 to report IFR cancellation when able to remote communications outlet (RCO) frequency and that the company will be awaiting his arrival. KAP345 acknowledged.

1927 An unidentified voice was heard on Flight Data 2 (FD2) through the RCO frequency, they stated to call 911.

1930 KAP426 reported to FD2 that company went off the runway and that they could see emergency vehicles responding, and then reported they were taxiing back to call the company.

1931 FD2 asked if KAP426 needed any assistance. KAP426 stated that they thought everyone was notified.

No More Follows