

2/15/16

IFR JMS → 496 GPS Direct of 6681P.

I filed an IFR Flight Plan with FSS by phone approximately 11am CT and received an abbreviated briefing. I was informed of IFR conditions from Dupree to destination. Departed approximately 11:15 am. Automated weather @ JMS reported SVFR conditions even though skies were clear.

Climbed to 8000 msl and found tops at Dupree to be 8,000msl. I requested 10,000 msl from Minn. Center and climbed to that altitude.

Minn Center canceled radar services at 50 miles from 496.

I was instructed to pickup Ellsworth Approach 30 miles from 496.

At 33 miles from 496, I made initial contact with Approach. I requested RNAV GPS RWY 29 into 496. I was cleared to the initial. about 15 miles from the initial.

I tried to raise the automated weather at 496 and Wall's came in. I used my texting on my cell phone while in the clear to contact Roger at the 496. At that time, he informed me about 500 ft ceilings. I elected to continue.

At the initial, I attempted to receive the 496 automated and it was garbled due to Wall's automated. I elected to continue with RC automated.

At 6000 msl, I entered the tops. No ice present until 4700 msl.

At 5200 msl about 2 miles from the final fix, I received the automated and set the altimeter. I did not note the visibility. I intercepted the glideslope and left the autopilot engaged on the approach settings.

over

I asked Sydney, my daughter, to inform me when the runway becomes visible. We circled at an altitude of approximately 4700 feet. I kept the needles centered to DA of 3530.

Sydney stated the runway was in front of us. I looked up from the instruments and did not see the runway.

Sydney then stated we are above the runway.

I looked out the side window and still did not see it.

I returned to the instruments and found my airspeed still

stable at 120 mph. My Alt was level. I referred to

the Altimeter and began to be confused. I was unable

to determine my altitude.

Sydney strongly requested why I wasn't landing. I said

I could not see the runway and I did not know

where I was anymore.

Sydney said the runway was now to the left.

I went to full throttle and pitched up to climb.

At that moment, my right wing struck a pole. It

was unknown to me where this was on the airport or

otherwise.

I immediately pitched down, held the elevator neutral

and used severe rudder movement to keep the wings as level

as possible. I did not recognize the area I was aimed

at.

Just before impact, I yelled to brace and we both crossed

our arms in front of our faces and I pulled my feet back.

We were both awake and aware after impact.