

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 04, 2020	REPORT NO. 20-003-BIL
	NAME OF REPORTING FACILITY Salt Lake City ARTCC (ZLC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 31, 2020

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

October 30, 2020

2159 N124TW checks on sector 16 frequency and the controller answers with "go ahead".

2200 N124TW checks in again and controller answers "go ahead".

2201 Controller issues a code to N124TW.

2202 Controller inquires if N124TW is inbound to SHR. They respond yes to get fuel and then continue to Three Forks Montana. Controller advises they will not be able to provide radar services at this time and to squawk VFR.

2252 N124TW checks on frequency after departing KSHR, controller responds "go ahead".

2253 Controller issues a new code.

2254 Controller issues radar contact and altimeter to N124TW.

2320 Controller issues radar contact lost, N124TW acknowledges and says they are trying to navigate around the mountains.

2321 Controller issues radar contact with a traffic advisory.

2323 Controller advises traffic no factor, N124TW acknowledges.

2326 Controller issues frequency change to Billings Approach and N124TW acknowledges without the call sign.

October 31, 2020

0010 N124TW checks in, R16 issues BIL altimeter.

0026 R16 advises it's pretty windy out there, if you need anything or want to go somewhere other than your destination airport let us know. N124TW says I'm fighting it, my ground speed is down, I'll try to go through Bozeman pass. R16 issues the weather for 6S0.

0027 R16 suggests different airports available that are nearby. N124TW says he's probably closer to mission. (LVM is Mission field, 37 miles west).

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N124TW

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0028 R16 again advises of nearby airports 6S3, and a private strip about 10 miles west of that. R16 says he has no information on the private airstrip and it probably has no lights. N124WT says it's getting dark and he won't make it to an airport without lights. R16 warns of higher terrain to the west.

0029 R16 warns of mountains along the route and suggests a turn to the east.

0031 R16 warns of the higher terrain again 12 O'clock ten miles, MIA of 148, thats a big mountain there, suggest NW heading toward 6S0 or east toward BIL.

0033 R16 once again suggests an east bound heading toward BIL, you will get a tailwind, I don't know how much fuel you have and it's dark with some mountains.

0034 N124TW says they think they see a break in the mountains and says he is going to continue, R16 acknowledges, roger maintain VFR. R16 verifies N124TW is familiar with the area and terrain, they respond they grew up in Three Forks MT.

0035 R16 warns of higher terrain 12'O'clock and ten miles on current heading, MIA is 120 which means the mountains are at least ten thousand. N124WT asks if they can get around it to the south. R16 responds to the south the mountains are even taller, the only way to get through that area is to the northwest. N124WT says let me see if I can climb.

0036 N124TW calls and says this is getting kind of dicey, I'm gonna turn around if you could direct me back to 6S0. R16 suggests a heading of 060.

0037 N124TW confirms 060. R16 says 060, maintain VFR.

0038 R16 calls and said that is looking a whole lot better getting you away from those mountains, I'm going to hand you over to BIL approach in a minute, and they can give you information about several airports in their airspace, and maybe you can just land at one of those, and try again tomorrow. R16 asks you're doing OK now? N124WT responds, well I'm on a 060. R16 calls BIL approach and coordinates N124WT is inbound.

0039 R16 issues a frequency change to N124TW to contact BIL approach.

0046 R16 calls BIL approach to check on N124TW to see if he's doing alright.

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N124TW

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14. CHRONOLOGICAL SUMMARY OF FLIGHT No More Follows		

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20-003-BIL

N124TW

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE November 16, 2020	REPORT NO. 20-003-BIL
	NAME OF REPORTING FACILITY Billings ATCT (BIL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 31, 2020

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0038 Salt Lake ARTCC (ZLC) control position R16 coordinates with BIL Radar North (RN) advising N124TW diverting to Billings due to wind and night time mountain conditions.

0040 N124TW contacts RN. Controller instructs N124TW to continue to Billings and issues altimeter setting 29.59.

0042 N124TW asked if there is a airport he can use. RN advises N124TW he is over Wolterman Columbus airport or can continue Billings airport as it has full services. Pilot elects to continue to Billings.

0046 RN issues N124TW a pilot report of MDT turbulence 065-085 SE of Biliings with wind shear +20 - 10 knots . Reported 30 minutes ago by a twin Cessna.

0047 N124TW reports decending out of 7600 feet. RN advises N124TW to maintain appropriate VFR altitude MVA in your area 6000 feet. N124TW responds we will hold at 6000 feet.

0050 RN cordinates with BIL Local Control (LC) N124TW diverting to Billings.

0053 RN advises N124TW of rotating beacon location and traffic pattern elevation 4500 feet. Pilot says he's looking.

0054 RN instructs pilot to contact Billings Tower. LC asked pilot if he wants Runway 25. Pilot says affirmative.

0055 LC points out location of airport and advises pattern altitude 4500 feet.

0058 LC vectors pilot to Runway 25.

0059 LC advises pilot he flew past final R28R and about to pass Runway 25. Pilot responds I think I got it. Instructed to maneuver as necessary and don't go below 4500 feet.

0100 LC advises N124TW he's flying away from the airport. Controller issues vectors back to the airport. Pilot reports runway in sight.

0101 N124TW advises he is gonna maneuver to get lined up. LC clears N124TW to land. Issues wind 220 at 17.

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14. CHRONOLOGICAL SUMMARY OF FLIGHT 0102 LC advises runway elevation 3600 feet and Precision Approach Path Indicator (PAPI) available Runway 25. Pilot responds I see them. 0103 LC advises N124TW to go around. No response. 0104 AAY10, holding short of Runway 28R reports seeing aircraft descend below the ridge. LC ask if Charlie 1 or 2 on frequency. 0109 Charlie 1 contacts LC responding to aircraft emergency. LC advises aircraft last seen 1 mile final Runway 25. No More Follows		

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N124TW
