



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Chamberlain, SD	<b>Accident Number:</b>	CEN20FA022
<b>Date &amp; Time:</b>	11/30/2019, 1233 CST	<b>Registration:</b>	N56KJ
<b>Aircraft:</b>	Pilatus PC12	<b>Injuries:</b>	9 Fatal, 3 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On November 30, 2019, at 1233 central standard time, a Pilatus PC-12/47E airplane, N56KJ, was destroyed during an impact with terrain near the Chamberlain Municipal Airport, (9V9), Chamberlain South Dakota. The pilot and 8 passengers were fatally injured, and three passengers were seriously injured. The airplane was registered to Conrad & Bischoff, Inc. and operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 personal flight. Instrument meteorological conditions prevailed, and the flight was operated on an instrument flight rules flight plan. The flight originated from 9V9 shortly before the accident and was destined for Idaho Falls Regional Airport (IDA), Idaho Falls, Idaho.

The pilot and passengers flew from IDA to 9V9 the day before the accident, arriving at 9V9 about 0927. At 0936, the pilot purchased 150 gallons of fuel from the automated fuel pump at 9V9. The airplane remained parked outside on the ramp and the group stayed at a local lodge for the night. The following morning, the pilot and one passenger were driven to the airport. Witnesses reported that they worked removing the snow and ice from the airplane for approximately 3 hours, and were joined by the remaining passengers shortly before the accident flight. The witnesses reported the visibility was limited by snow at the time of the accident.

The pilot contacted Minneapolis Air Route Traffic Control Center (ARTCC) at 1224 and requested an instrument flight rules (IFR) clearance from 9V9 to IDA. The pilot advised he planned to depart from runway 31 and would be ready in 5 minutes. At 1227, Minneapolis ARTCC issued an IFR clearance to the pilot with a void time of 1235. No radio communications were received from the pilot, and radar contact was never established. About 1240, Minneapolis ARTCC contacted the airport manager at 9V9 who advised that the airplane departed about 10 minutes earlier. Minneapolis ARTCC subsequently contacted the Brule County emergency dispatch center and advised them of the overdue aircraft. An alert notice (ALNOT) was issued.

A witness located about 1/2-mile northwest of the airport reported hearing the airplane takeoff. It was cloudy and snowing at the time. He was not able to see the airplane but noted that it entered a left turned based on the sound. He heard the airplane for about 4 or 5 seconds and the engine seemed to be "running good" until the sound stopped.

The property owner discovered the accident site about 1357. The site was located approximately 3/4 mile west of the airport in a dormant corn field. The debris path was approximately 85 ft long and was oriented on a 179° heading. The engine was separated from the firewall. The left wing was separated from the fuselage at the root. The engine and left wing were both located in the debris path. The main wreckage consisted of the fuselage, right wing and empennage.

Preliminary data recovered from the Lightweight Data Recorder (LDR) installed on the airplane revealed that the accident takeoff began from runway 31 about 1231:58. The airplane lifted off 30 seconds later and immediately entered a left turn; the airplane rolled left to about 10° during the takeoff rotation. The roll decreased to about 5° left as the airplane climbed through about 170 ft. above ground level (agl), and then reversed to about 5° right before rolling left again, reaching 64° left at the airplane's peak altitude of approximately 460 ft agl. The airplane then entered a descent that continued until impact. The airspeed varied between 89 and 97 knots (kts) during the initial climb; however, it decayed to approximately 80 kts as the airplane altitude peaked at 460 ft agl and the roll angle reached 64° left. The stall warning and stick shaker became active approximately 1 second after liftoff. The stick pusher became active about 15 seconds after liftoff. All three continued intermittently for the duration of the flight. The data ended about 1233:00. In addition to parametric data, the LDR also recorded cockpit audio and the NTSB will convene a group of technical experts to produce a transcript of recorded sound.

At 1235, the Automated Weather Observing System (AWOS) located at 9V9 recorded overcast clouds at 500 ft agl and 1/2-mile visibility in moderate snow, with wind from 020° at 6 kts. The temperature and dew point were both 1°C, and the altimeter setting was 29.30 inches of mercury. A review of the 5-minute observations recorded at 1215 and 1220 indicated light snow with 3/4-mile visibilities. At 1225, the observation included 1/2-mile visibility in light snow. From 1230 until 1310, the observations included 1/2-mile visibilities in moderate snow. Winds were from the north-northeast (010° to 020°) at 7 kts or less during that entire time period. Freezing rain and snow were observed in the vicinity of 9V9 the previous afternoon and overnight before the accident flight.

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Pilatus	<b>Registration:</b>	N56KJ
<b>Model/Series:</b>	PC12 47E	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>	No		
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	9V9, 1696 ft msl	Observation Time:	1235 CST
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	1°C / 1°C
Lowest Cloud Condition:		Wind Speed/Gusts, Direction:	6 knots / , 20°
Lowest Ceiling:	Overcast / 500 ft agl	Visibility:	0.5 Miles
Altimeter Setting:	29.3 inches Hg	Type of Flight Plan Filed:	IFR
Departure Point:	Chamberlain, SD (9V9)	Destination:	Idaho Falls, ID (IDA)

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	8 Fatal, 3 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	9 Fatal, 3 Serious	Latitude, Longitude:	43.765556, -99.337222

## Administrative Information

Investigator In Charge (IIC):	Timothy Sorensen
Additional Participating Persons:	Eric West; FAA Accident Investigation; Washington, DC Martin Pohl; Swiss Transportation Safety Board; Payerne, Markus Kohler; Pilatus Aircraft Ltd; Stans, Bob Renshaw; Pilatus Aircraft (USA); Broomfield, CO
Note:	The NTSB traveled to the scene of this accident.