



U.S. Department
of Transportation
**Federal Aviation
Administration**

Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

Des Plaines, Illinois 60018

SEP 17 2002

Certified-Return Receipt

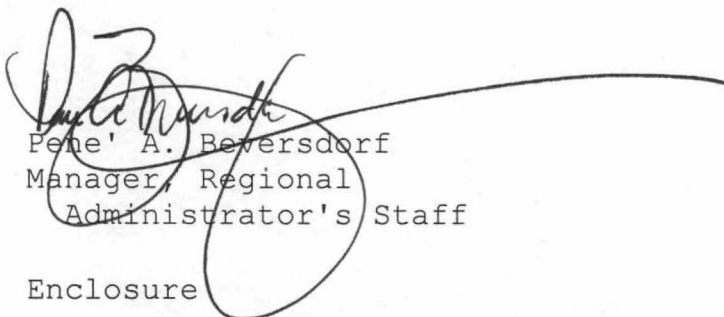
Freedom of Information Act
No. 2002-006271

Pursuant to your letter dated June 26, 2002, the documents you requested consisting of 47 pages are enclosed herein.

The Great Lakes Regional Operations Center maintains the Administrator's Daily Brief for three months after which they are shredded. We regret that due to the retention policy for these files, we are unable to provide the documents you requested for the time period December 1, 1999 through July 30, 2002. However, we have provided the June 3, 2002 through July 31, 2002 Administrator's Daily Brief.

The FOIA provides for a charge for the search, review and reproduction of documents. Under Part 7 of the Department of Transportation Regulations, there is no charge for these documents.

Sincerely,



Peter A. Beversdorf
Manager, Regional
Administrator's Staff

Enclosure

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Administrator's Daily Brief Great Lakes Region



Monday, June 3 2002

Name	Routing	Location	Period	Acting
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PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred on 6/1/02 30 miles west of Flint, MI at 33,100 feet. At 0813 CDT separation was lost between N189K, a CL60, eastbound and Eagle Flight 396, an E145, westbound descending. Closest proximity was 200 feet vertical and 4.4 miles horizontal.

[CLEVELAND ARTCC/KENNEY]

An operational error occurred on 6/1/02 5 miles north of Falmouth, KY at 37,000 feet. The aircraft involved were American 1487, a B738, and Champion 190, a B72Q. At 0807 CDT both aircraft were converging on Falmouth at 37,000 and separation was lost before turns were effective. Closest proximity was 1,100 feet and 4.3 miles.

[INDIANAPOLIS ARTCC/KENNEY]

On 6/1/01 at Dayton OH at 1530 CDT while runway 24R was NOTAM closed Windy City 3232 a SF34 was cleared to land and landed without incident.

[DAYTON ATCT/MULVIHILL]

COMMERCIAL ACCIDENTS:

On 6/2/02 at 1213 CDT, Delta Airlines 482 a B757 enroute from Denver CO to Cincinnati OH, was descending to FL270 over the JDUNN intersection. At 27,600 in response to TCAS the pilots climbed to 27,700 requested AT if any traffic. AT replied off to left at FL260. Pilot indicated he had an advisory and stated he was continuing decent. The abrupt maneuver resulted in a Flight Attendant breaking a leg. An ambulance was waiting at the arrival gate to take flight attendant to a hospital.

[INDIANAPOLIS ARTCC/MULVIHILL]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

On 5/31/02 at 1715 CDT N3027F a C182 on final struck power lines and ended up in a plowed field 100 feet from Carhart landing strip WI. Three persons on board, no injuries, substantial damage.

[GREEN BAY AFSS/MULVIHILL]

On 5/31/02 at 1745 CDT N5360P a PA24 enroute to Sparta IL had an engine blow a cylinder and landed 8 miles west of Sparta IL. Four persons on board no injuries damage unknown.

[SAINT LOUIS AFSS/MULVIHILL]

On 6/1/02 Delta 207, a B738, enroute from Seattle to Atlanta reported a passenger with a possible heart problem and diverted to Omaha landing at 1159 CDT.

[MINNEAPOLIS ARTCC/KENNEY]

On 6/1/02 at 1316 CDT, N86578 a Belanca Decathlon on landing appeared to have ground looped at Flying Cloud MN. No injuries reported and damage unknown.
[FLYING CLOUD ATCT/MULVIHILL]

PILOT DEVIATION

On 5/31/02 N739KS, C-172 experienced engine trouble enroute to Minneapolis, MN, landed Rockford, IL Airport thinking it was Monroe, WI. At 0925 CDT landed without clearance on a taxiway G and taxied to the gate. No separation was lost.
[ROCKFORD ATCT/VERCAMMEN]

On 6/1/02 N5039B, a BE35, departed Minneapolis Flying Cloud Airport and entered the Class B airspace without authorization at 0812 CDT. There was no loss of separation.
[MINNEAPOLIS TRACON/KENNEY]

On 6/1/02 Indianapolis ARTCC observed a VFR target at 19,300 feet over Shelbyville, IN in Class A airspace without authorization. The aircraft was eastbound and subsequently identified by Atlanta ARTCC as N215LS, a C340. The pilot stated he was trying to avoid weather.
[INDIANAPOLIS ARTCC/KENNEY]

On 6/1/02 N20SA, a PA28, instructed to taxi to and hold short of the runway at Belleville, MI. taxied into position without authorization. There was no loss of separation.
[WILLOW RUN ATCT/KENNEY]

On 6/1/02 at 1703 CDT American Airlines 409 a F100 was instructed to cross HALIE at 11,000. Read back was correct. American 409 was observed below 11,000 and instructed to climb to 11,000. Closest proximately was 300 feet and 2.7 miles with N35TN a LJ35 over Hobart IN at 10,800 feet when first detected.
[CHICAGO ARTCC/MULVIHILL]

RUNWAY INCURSIONS

On 6/1/01 at Dayton OH at 1530 CDT while runway 24R was NOTAM closed Windy City 3232 a SF34 was cleared to land and landed without incident.
[DAYTON ATCT/MULVIHILL]

SURFACE INCIDENTS

On 5/31/02 at 1115 CDT an airport vehicle (mower) entered runway 26 while N229ND, PA-28 was on ½ mile short final. Aircraft was sent around.
[GRAND FORKS ATCT/VERCAMMEN]

On 6/1/02 N20SA, a PA28, instructed to taxi to and hold short of the runway at Belleville, MI. taxied into position without authorization. There was no loss of separation.
[WILLOW RUN ATCT/KENNEY]

ITEM(s) OF INTEREST

On 6/1/02 DuPage Air Traffic Controllers observed two bicyclists depart the ramp area at 1300 CDT and proceed across runway 20R. They exited the field on the east side. No aircraft were involved. Airport security was advised.
[DUPAGE ATCT/KENNEY]

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CH-10: AT&T Skynet Satellite IVT



Administrator's Daily Brief Great Lakes Region



Tuesday, June 4 2002

Name	Routing	Location	Period	Acting
Hanley	AGL-200	Travel	6/4/02	Maly

PRELIMINARY ATS OPERATIONAL ERROR

On 6/3/02 at 0654 CDT, an operational error occurred 10 miles northwest of the Knox, IN VOR at 20,000 feet. Aircraft involved were United 1607, an A319 and United 489, an A320. The conflict alert was activated. The closest proximity was 500 feet vertical and 4.4 miles horizontal.
[CHICAGO ARTCC/PARKER]

On 6/3/02 an operational error 20 miles southwest of Detroit at 35,000 feet. At 0732 CDT N60RD, a C650, climbing lost separation with Midwest Express 202, a DC9. Closest proximity was 1,600 feet vertical and 2.347 horizontal.
[CLEVELAND ARTCC/MULVIHILL]

COMMERCIAL ACCIDENTS:

On 6/3/02 Northwest Airlines 877 a DC9 landed at Minneapolis MN on runway 12L at 1727 CDT, when the right main gear collapsed. Equipment rolled for an Alert 3 with an initial report of a small fire. Sixty-six passengers and a crew of four with no injuries reported. Runway 12L closed. At 0030 CDT the aircraft was moved to a maintenance area.
[MINNEAPOLIS ATCT/MULVIHILL]

COMMERCIAL INCIDENTS

On 6/3/02 Chautauqua 4870, an E145, departed Indianapolis, IN for LaGuardia, NY. At 10 miles north of Muncie, IN, the aircraft reported smoke in the cockpit and returned. The origin of the smoke was unknown. The aircraft landed at Indianapolis at 1005 CDT without incident.
[INDIANAPOLIS ARTCC/PARKER]

On 6/3/02, Midex 709, an MD82, departed Milwaukee, WI for Las Vegas, NV and returned due to a gear problem. The aircraft landed at Milwaukee at 1017 CDT without incident.
[CHICAGO ARTCC/PARKER]

On 6/5/02 Eagle Flight 098, an E145, enroute from Columbus, OH to Des Moines returned to Columbus with a mechanical problem landing without incident at 0005 CDT.
[INDIANAPOLIS ARTCC/KENNEY]

MILITARY ACCIDENTS/INCIDENTS:

On 6/3/02 at 0848 CDT, Wally 21, an F16, spilled out of the Buckeye MOA. The incident occurred 50 miles east of Cincinnati, OH at approximately 15,700 feet. There was no loss of separation.
[INDIANAPOLIS ARTCC/PARKER]

PILOT DEVIATION

On 6/3/02 N3027J a PA32 departed Lansing MI and instructed to fly 100 degree heading after departure was observed on a 140-150 heading. A loss of separation occurred at 0925 CDT 35 miles southeast of Lansing at 2,300 feet with TN122EJ a C650 on right downwind for runway 10R. Closest proximately was 2 miles and 500 feet.
[LANSING ATCT/MULVIHILL]

RUNWAY INCURSIONS

On 6/3/02 Northwest Airlines 549 a B727 responded to instructions for another aircraft on a different runway, and proceeded to taxi onto an active runway. N1900W a G4 was instructed to taxi into position and hold for an intersection departure. NWA 549 was observed and instructed to taxi off the runway. Closest proximately was 1900 feet.
[MINNEAPOLIS ATCT/MULVIHILL]

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Administrator's Daily Brief Great Lakes Region



Wednesday, June 5 2002

Name	Routing	Location	Period	Acting
Scott	AGL-3	Travel	Thru 6/6	

COMMERCIAL INCIDENTS

On 6/4/02, Southwest 609, a B737, enroute from Birmingham, AL to Louisville, KY, diverted to Nashville, TN due to a maintenance problem. The aircraft landed at Nashville at 1345 CDT without incident.
[INDIANAPOLIS ARTCC/PARKER]

PILOT DEVIATION

On 6/4/02 at 0421 CDT, a pilot deviation occurred 56 miles northwest of the Louisville, KY VOR at 32,400 feet. XADAN, an H25A, descended below assigned altitude of 33,000 and lost separation with Abex 134, a DC9Q. The closest proximity was 1,500 feet vertical and 1.80 miles horizontal.
[INDIANAPOLIS ARTCC/PARKER]

On 6/4/02 at 1210 CDT, a pilot deviation occurred 15 miles southeast of Minneapolis at 18,000 feet. N231EL, an M20, climbed above the assigned altitude. No other aircraft were involved.
[MINNEAPOLIS TRACON/MATHER]

On 6/4/02 at 2106 CDT, a pilot deviation occurred at the Duluth airport. N118CF, a BE55, was instructed to taxi to runway 9. A vehicle, Airport 10, was on the runway performing a lighting check. N118CF departed without a clearance. Separation was lost with Airport 10. The closest proximity was under 100 feet.
[DULUTH ATCT/MATHER]

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Administrator's Daily Brief Great Lakes Region



Thursday, June 6 2002

Name	Routing	Location	Period	Acting
Scott	AGL-3	Travel	Thru 6/6	

PRELIMINARY ATS OPERATIONAL ERROR

On 6/5/02 at 1500 CDT, an operational error occurred over Revloc, PA at 21,200 feet. USAir 115, an A321 southwest bound descending to 16,000 feet, lost separation with Georgian 7466, a B190 southbound at FL210. The closest proximity was 300 feet vertical and 3.4 miles lateral. The conflict alert was activated.
[CLEVELAND ARTCC/MATHER]

COMMERCIAL INCIDENTS

On 6/5/02, Comair 570, a CRJ1, departed Green Bay, WI for Covington, KY and at 30 miles south of Green Bay, declared emergency and returned due to intermittent low oil pressure. The aircraft landed at Green Bay on Rwy 36 at 0553 CDT without incident.
[GREEN BAY ATCT/PARKER]

American Airlines Flight 1353, MD-80, inbound to O'Hare Airport the pilot declared an emergency 20 miles west of O'Hare Airport at 1353 CDT on 06/05/02, due to a control problem. The aircraft landed at O'Hare Airport on runway 09R at 1401 CDT, without incident. Emergency equipment was at the runway.
[O'HARE ATCT/HANDSCHIEGEL]

On 6/5/02 Candler 201, a CRJ2 enroute from Evansville to Atlanta, returned due to lost weather radar. The aircraft landed without incident at 1500 CDT.
[INDIANAPOLIS ARTCC/MATHER]

On 6/5/02 Northwest 44, a DC10 enroute from Minneapolis to London, diverted to Detroit due to an unclaimed bag on board. The aircraft landed at 2045 CDT.
[MINNEAPOLIS ARTCC/MATHER]

On 6/5/02 Mesaba 3468, a BA46 enroute from Detroit to Dayton, returned due to an unsafe gear indicator and landed without incident at 2119 CDT.
[DETROIT METRO ATCT/MATHER]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

N26HA, Beech Baron BE-58, landed at the Port Columbus Airport on runway 28L at 051818Z, upon landing the landing gear collapsed. No reported injuries. Aircraft damage minor. N26HA, Beech Baron BE-58, landed at the Port Columbus Airport on runway 28L at 1318 CDT on 06/05/02, upon landing the landing gear collapsed. No reported injuries. Aircraft damage minor.
[COLUMBUS ATCT/HANDSCHIEGEL]

On 6/5/02 at 1930 CDT, N7835, a G164, landed in a field 7 miles northwest of Langdon, ND, and a wind gust blew the aircraft into a ditch. The one occupant was not injured and the aircraft was destroyed by fire.
[GRAND FORKS AFSS/MATHER]

PILOT DEVIATION

On 6/5/02 at 1754 CDT, a pilot deviation occurred 20 miles northwest of Parkersburg, WV at 11,300 feet. N5434A, a C210, climbed above the assigned altitude of 11,000 feet. Separation was lost with Star Check 105, a C208. The closest proximity was 600 feet vertical and 2.06 miles lateral.
[INDIANAPOLIS ARTCC/MATHER]

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Administrator's Daily Brief Great Lakes Region



Friday, June 7 2002

Name	Routing	Location	Period	Acting
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COMMERCIAL INCIDENTS

Atlantic Southeast Airlines Flight 729, CRJ-2, enroute from Atlanta to the Louisville-Standiford Airport, the pilot advised of a flight control problem over the London, Kentucky VORTAC at 1110 CDT on 06/06/02 and continued to Louisville. The aircraft landed at the Louisville-Standiford Airport at 1144 CDT (with 20 degrees of flaps), without incident.

[INDIANAPOLIS ARTCC/VERCAMMEN/HANDSCHIEGEL]

On 6/6/02 Northwest 1840, a DC9 enroute from Minneapolis to Buffalo, NY, returned due to an unsafe gear indicator and landed without incident at 1944 CDT.

[MINNEAPOLIS ARTCC/MATHER]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

N397TB, Trinidad, enroute from Madisonville, Kentucky to Towanda, Pennsylvania, the pilot advised of an electrical problem 10 mile southeast of Cincinnati at 1000 CDT on 06/06/02, due to an electrical problem. The aircraft landed at the Cincinnati-Lunken Airport at 1014 CDT, without incident.

[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

NX431LA, Pietenpol Aircamper (homebuilt), VFR enroute to Erie, Pennsylvania encountered IFR conditions and landed on a (BFI) landfill at Glen Willow, Ohio (about 12 miles southeast of Cleveland) at 1245 CDT on 06/06/02, without incident. No reported injuries or damage.

[CLEVELAND HOPKINS ATCT/HANDSCHIEGEL]

N7821Z, Cessna 150, VFR landed at the Anoka County Airport, Minneapolis, Minnesota on runway 18 at 1400 CDT on 06/06/02, upon landing the aircraft nosed over and burned. There were two persons on board, no reported injuries. The aircraft was destroyed.

[ANOKA ATCT/HANDSCHIEGEL]

On 6/6/02 at 1620 CDT, N118KS, a C172, landed in a field 15 miles northeast of Akron-Canton after loosing communication and navigation equipment. The one occupant was not injured and there was no aircraft damage.

[AKRON-CANTON ATCT/MATHER]

On 6/6/02 at 1641 CDT, N201Y, a MO21, lost control on approach to runway 14R at the Crystal airport, Minneapolis. The left wing struck the ground and the aircraft came to rest on the east side of the field. The one occupant was not injured and damage to the aircraft was substantial.

[CRYSTAL ATCT/MATHER]

TCAS OCCURRENCES

On 6/6/02 at 1915 CDT, a TCAS event occurred 8 miles west of Springfield, IL. Waterski 5567, a JS41 southbound at 3,000 feet, climbed 100 feet due to an RA from N282L, a BE19 VFR westbound at 2,500 feet. No other aircraft were involved.

[SPRINGFIELD ATCT/MATHER]

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Administrator's Daily Brief Great Lakes Region



Monday, June 10 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Travel	Thru 6/14	
Woods	AGL-400	Travel	Thru 6/12	McGowan
Alles	AGL-600	Leave	Thru 6/11	Ladendorf

COMMERCIAL INCIDENTS

On 6/8/02 Northwest 815, a B757, enroute from Detroit to Portland, OR diverted to Minneapolis with a passenger medical emergency landing at 2004 CDT.
[MINNEAPOLIS ARTCC/KENNEY]

On 6/9/02, Northwest 1766, an A320, departed Vancouver, Canada and diverted to Rapid City, SD, due to a passenger medical emergency. The aircraft landed at Rapid City at 1113 CDT.
[RAPID CITY ATCT/PARKER]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

On 6/8/02 at 1145 CDT, at the Barber Airport, Alliance, OH, N95444, a C152, ran off the runway and ended up nose down. There were two persons on board who were not injured. The aircraft sustained minor damage.
[KENT STATE UNIVERSITY/PARKER]

On 6/8/02 at approximately 1230 CDT, a general aviation accident occurred at Alexandria, IN. N46899, an Aeronca, was destroyed and the two persons on board were seriously injured.
[MADISON COUNTY SHERIFF/PARKER]

On 6/8/02 at approximately 1330 CDT, a general aviation accident occurred at a private field at Fishers, IN. N63KP, a Maule M-7, upon takeoff, hit trees and crashed in a corn field. The two persons on board were not injured; however, the aircraft was destroyed.
[TERRE HAUTE AFSS/PARKER]

On 6/9/02 at 1000 CDT, N60690, a T6J, landed at Salem Airpark, OH Airport, veered to the right and nosed over. The pilot, the sole occupant was not injured. Damage to the aircraft was estimated as substantial.
[CLEVELAND AFSS/PARKER]

On 6/9/02 at 1420 CDT, a general aviation accident occurred near the Forest Lake, MN Airport. After departure, N8717H, a Navion-Navi crashed and landed in a swamp near the airport. The two persons on board sustained injuries (the extent unknown). Damage to the aircraft was estimated as destroyed.
[PRINCETON AFSS/PARKER]

MILITARY ACCIDENTS/INCIDENTS:

On 6/7/02 at 1310 CDT Spank63, an F16, was observed outside the Buckeye MOA in Ohio without authorization. The aircraft executed a right turn and re-entered the MOA from the east. There was no loss of separation.
[INDIANAPOLIS ARTCC/KENNEY]

NEAR MID-AIR COLLISION REPORT

On 6/8/02 at 1155 CDT, a near mid-air collision occurred 5 miles northeast of MBS International Saginaw, MI Airport. Blue Ridge 508, a CRJ2, IFR, on a visual approach to Rwy 23, reported loss of separation with N86834, a CH7B, VFR. The closest proximity was less than .50 miles horizontal.
[SAGINAW ATCT/PARKER]

PILOT DEVIATION

On 6/8/02 at 1231 CDT N6474F, a Cessna, crossed runway 24L at Kenosha, WI without authorization. There were no other aircraft involved.
[GREEN BAY AFSS NADIN MSG/KENNEY]

On 6/9/02 at 1147 CDT, a pilot deviation occurred 15 miles north east of the Farmington, MN VOR at 1,600 feet. N5303Q, a C150, VFR, entered Class B Airspace without air traffic control clearance. There was no loss of separation.
[MINNEAPOLIS TRACON/PARKER]

On 6/9/02 at 1104 CDT, a pilot deviation occurred on the surface at Flying Cloud Minneapolis, MN. N8450S, a P28A, VFR, given a landing clearance for Rwy 9L, instead landed on Rwy 9R. There was no loss of separation.
[FLYING CLOUD ATCT/PARKER]

On 5/31/02 at 1310 CDT, N270ND, Piper Arrow, climbed 1,000 feet above assigned altitude of 4,000 feet, 7 miles northwest of Grand Forks, ND, conflicting with N248ND, Piper Arrow 7. There was no loss of separation.
[GRAND FORKS AFSS/MULVIHILL]

SURFACE INCIDENTS

On 6/8/02 at 1231 CDT N6474F, a Cessna, crossed runway 24L at Kenosha, WI without authorization. There were no other aircraft involved.
[GREEN BAY AFSS NADIN MSG/KENNEY]

ITEM(s) OF INTEREST

On 6/9/02 Grand Forks, ND ATCT was evacuated from 0740 CDT to 0830 CDT due to thunderstorm funnel clouds in the area. Personnel relocated to the base of building. During this period, Minneapolis ARTCC took over the airspace. No impact to air traffic service resulted.
[GRAND FORKS ATCT/PARKER]

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CH-10: AT&T Skynet Satellite IVT



Administrator's Daily Brief Great Lakes Region



Tuesday, June 11 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Travel	Thru 6/14	
Woods	AGL-400	Travel	Thru 6/12	McGowan
Alles	AGL-600	Leave	Thru 6/11	Ladendorf

PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred 60 miles west of the Beckley, West Virginia VORTAC at 29,000 feet at 1310 CDT on 06/10/02. Aircraft involved were Delta Airlines Flight 761, MD-80, a southbound departure off Columbus climbing to 33,000 feet and N321GL, Lear Jet 31, southwestbound descending to 28,000 feet. Conflict alert activated. Closest proximity was 300 feet vertical and 4.2 miles horizontal.
[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

COMMERCIAL INCIDENTS

On 6/10/02 Eagle Flight 089, an E145, enroute from O'Hare to Greer, SC diverted to Evansville, IN with a hydraulic problem landing at 1905 CDT. They were unable to steer the aircraft and remained on the runway until they could be towed off at 2008 CDT. Three departure aircraft were delayed for an hour.
[INDIANAPOLIS ARTCC/KENNEY]

On 6/10/02 American 2385, an F100, parked at gate C2 Chicago Midway Airport had a lightning strike at 1915 CDT. The aircraft was preparing for a flight to Houston. Passengers were deplaned and the aircraft moved to a maintenance area for inspection. There were no injuries.
[CHICAGO CITY AIRPORT OPERATIONS/KENNEY]

On 6/11/02, American 353, an MD80, enroute from La Guardia, NY to Chicago, O'Hare, IL, diverted to Cleveland Hopkins, OH due to an unruly passenger. The aircraft landed at Cleveland at 0025 CDT and was met by law enforcement.
[CLEVELAND ARTCC/PARKER]

FACILITY EQUIPMENT EVENT

The Des Moines ATCT went ATC ZERO at 0710 CDT on 06/10/02, due lost all power (including generators). The power was restored at 0720 CDT, the facility remains on ATC ALERT.
[MINNEAPOLIS ARTCC/HANDSCHIEGEL]

On 6/10/02 at 1642 CDT the South Bend ATCT evacuated due to a freon gas leak in the cab. Personnel relocated to a mobile tower on the field and continued operations until re-occupying the cab at 1728 CDT. One arrival aircraft was held for 15 minutes. The TRACON was not affected.
[SOUTH BEND ATCT/KENNEY]

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Administrator's Daily Brief Great Lakes Region



Wednesday, June 12 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Travel	Thru 6/14	
Woods	AGL-400	Travel	Thru 6/12	McGowan

NON-COMMERCIAL FATAL ACCIDENTS:

N71PE, Galbrath/Piel/Emeraude (homebuilt), VFR crashed on takeoff from the Hot Springs Airport, Hot Springs, South Dakota (about 50 miles south of Rapid City) at 1040 CDT on 06/11/02. The one person on board received fatal injuries. The aircraft was destroyed.
[RAPID CITY FSDO/HANDSCHIEGEL]

COMMERCIAL INCIDENTS

Federal Express Flight 3814, A-306, enroute from Philadelphia to Oakland, the pilot declared an emergency 100 miles southeast of Pittsburgh at 1223 CDT on 06/11/02, due to a vibration in the aircraft (wings) and diverted to Indianapolis. The aircraft landed at the Indianapolis International Airport on runway 23L at 0856 CDT, without incident. Emergency equipment was at the runway.
[CLEVELAND ARTCC/HANDSCHIEGEL]

Air Wisconsin Flight 791, D-328, departed O'Hare Airport enroute to Springfield, the pilot advised of a mechanical problem 10 miles west of O'Hare Airport at 0849 CDT on 06/11/02 and returned to O'Hare Airport. The aircraft landed at O'Hare Airport on runway 14R at 0900 CDT, without incident.
[CHICAGO TRACON/HANDSCHIEGEL]

United Airlines Flight 851, B-772, enroute from O'Hare Airport to Beijing, China, the pilot advised of a passenger medical emergency 20 miles east of Duluth at 1322 CDT on 06/11/02 and returned to O'Hare Airport (dumped fuel enroute). The aircraft landed at O'Hare Airport on runway 27L at 1416 CDT and was met by paramedics.
[MINNEAPOLIS ARTCC/HANDSCHIEGEL]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

N404JC, H-25B, enroute from the Willow Run Airport, Detroit, Michigan to Oklahoma City, the pilot advised of a pressurization problem 15 miles west of the Litchfield, Michigan VORTAC at 0800 CDT on 06/11/02 and returned. The aircraft landed at the Willow Run Airport on runway 23R at 0940 CDT, without incident.
[CHICAGO ARTCC/HANDSCHIEGEL]

MILITARY ACCIDENTS/INCIDENTS:

SWORD 63, Lear Jet 35, on a training flight off the Offutt AFB, Omaha, Nebraska and return, the pilot declared an emergency 50 miles north of Norfolk, Nebraska at 1345 CDT on 06/11/02, due battery overheat indication and diverted to Norfolk. The aircraft landed at the Karl Stern memorial Airport, Norfolk, Nebraska at 1359 CDT, without incident. Emergency equipment was at the runway.
[MINNEAPOLIS ARTCC/HANDSCHIEGEL]

PILOT DEVIATION

A pilot deviation occurred at the Flying Cloud Airport, Minneapolis, Minnesota on runway 27R at 1127 CDT on 06/11/02. N4632A, Cessna 210, was cleared to land on runway 27L, the aircraft landed on runway 27R. No reported loss in separation. (See surface incident)
[FLYING CLOUD ATCT/HANDSCHIEGEL]

SURFACE INCIDENTS

A pilot deviation occurred at the Flying Cloud Airport, Minneapolis, Minnesota on runway 27R at 1127 CDT on 06/11/02. N4632A, Cessna 210, was cleared to land on runway 27L, the aircraft landed on runway 27R. No reported loss in separation.
[FLYING CLOUD ATCT/HANDSCHIEGEL]

A pilot deviation was reported at Cleveland, OH Airport on runway 24R on 6/11/02 at 1344 CDT. N317MJ, G-4 was instructed to hold short, but was over the line causing traffic on final for 24L to go around. No loss of separation.
[CLEVELAND ATCT/VERCAMMEN]

FACILITY EQUIPMENT EVENT

The Terre Haute ATCT on ATC ALERT at 1028 CDT on 06/11/02, due radar trigger. Construction in progress on airport (digging) in the vicinity of the ATCT, near the underground cable from the radar site. CENRAP available in the event a cable is cut. The ATC ALERT was canceled at 1100 CDT. It was decided that the cabling was far enough away to be of concern.
[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

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Administrator's Daily Brief Great Lakes Region



Thursday, June 13 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Travel	Thru 6/14	

PRELIMINARY ATS OPERATIONAL ERROR

On 6/12/02 at 0840 CDT, an operational error occurred 5 miles southwest of O'Hare at 4,700 feet. United 245, a B763, lost separation with United 1147, an A319. The closest proximity was 300 feet vertical and 1.43 miles lateral. The conflict alert was activated.

[O'HARE ATCT/MATHER]

On 6/12/02 at 1727 CDT an operational error occurred over Stevens Point, WI at 7,600 feet. Sweet 06, a C130, descending came into conflict with N7293R, a BE58, level at 7,000 feet. Closest proximity was 300 feet vertical and 2.75 miles horizontal. Conflict alert activated.

[MINNEAPOLIS ARTCC/KENNEY]

COMMERCIAL INCIDENTS

On 6/12/02 Candler 641, a CRJ, enroute from Detroit to Atlanta returned to Detroit with a navigation instruments problem landing without incident at 2140 CDT.

[DETROIT ATCT/KENNEY]

On 6/12/02 Comair 759, a CL60, enroute from Cincinnati to Greer, SC returned with an unspecified mechanical problem landing without incident at 2142 CDT.

[INDIANAPOLIS ARTCC/KENNEY]

Delta Airlines Flight 9670, B-737, taxiing to Gate E-11 at the Minneapolis Airport, the aircraft struck a catering truck in the ramp area at 2053 CDT on 06/12/02. No reported injuries. Aircraft damage minor.

[SOUTHERN REGION OPERATIONS CENTER/HANDSCHIEGEL]

PILOT DEVIATION

On 6/12/02 at 0900 CDT, a pilot deviation occurred 15 miles of Chardon, OH at 15,700 feet. Eagle 403, an E135, descended below the assigned altitude of 16,000 feet. Separation was lost with Mesaba 3006, an SF34. The closest proximity was 700 feet vertical and 4.63 miles lateral.

[CLEVELAND ARTCC/MATHER]

ITEM(s) OF INTEREST

ABC NEWS REPORTS – Aurora, IL June 12, 2002 — 1330 CDT—Two Metra Burlington Northern Santa Fe commuter trains were involved in an accident near that line's yard facility in Aurora. Collision occurred between an inbound and an outbound train. The wheels of three commuter coach cars and one locomotive are off the tracks. There were approximately 60 passengers onboard the two trains. Thirty people have reportedly been injured. Patients were transported to two hospitals with bumps, bruises and other minor injuries. No injuries to any FAA employees has been reported at this time.

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Administrator's Daily Brief Great Lakes Region



Friday, June 14 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Travel	Thru 6/14	

PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred on 6/13/02 at 1357 CDT 2 miles southeast of Indianapolis. Flexjet 126, a LJ31, northeast bound on downwind leg for runway 23 when separation was lost at 6,000 feet with N5228T, a PA34, over flight. Closest proximity was 600 feet vertical and 2.12 miles horizontal.
[INDIANAPOLIS TRACON/KENNEY]

COMMERCIAL INCIDENTS

On 6/13/02 Dahl 9700, a DC8 enroute from Cincinnati to Minneapolis, returned due to a hydraulic trim problem and landed without incident at 0652 CDT.
[INDIANAPOLIS ARTCC/MATHER]

On 6/13/02 Windy City 3107, an SF34 enroute from Indianapolis to Midway, returned due to right engine failure. The aircraft landed without incident at 1045 CDT.
[INDIANAPOLIS ATCT/MATHER]

On 6/13/02 Southwest 1966, a B737, enroute from Midway to Seattle diverted to Rapid City with an unruly passenger landing without incident at 2109 CDT.
[RAPID CITY AIRPORT MANAGER/KENNEY]

PILOT DEVIATION

On 6/13/02 N4379V, a PA28, was observed 3 miles west of O'Hare between the approaches for 9R & 9L without authorization. He was tracked and identified after landing at Schaumburg. Blue Ridge 521, a CARJ-2, on final for 9R had visual contact with the aircraft estimating the horizontal distance to be 300 feet.
[O'HARE ATCT/KENNEY]

ITEM(s) OF INTEREST

On 6/13/02 at 2130 CDT an Emory fuel truck struck N756HC, a C206, parked at Rockford, IL. There were no injuries but extensive damage to the tail section of the aircraft.
[ROCKFORD ATCT/KENNEY]

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Administrator's Daily Brief Great Lakes Region



Monday, June 17 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Travel	Thru 6/18	

NON-COMMERCIAL FATAL ACCIDENTS:

N915D, Rutan Vari Viggen (homebuilt), VFR crashed shortly after takeoff from runway 27 at the Frasca Field, Urbana, Illinois (about 7 miles north of Champaign) at 1030 CDT on 06/16/02. The one person on board received fatal injuries. The aircraft was destroyed.
[ST. LOUIS AFSS/HANDSCHIEGEL]

PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred on 5/14/02 at 1021 CDT, 12 miles SE of Milwaukee, WI airport when Air Canada Flight 366, CRJ was climbed into path of an over flight, N313KY, BE 30 at 7, 800 feet. Closest proximity was 200 feet vertical and 1.30 miles horizontal.
[MILWAUKEE ATCT/VERCAMMEN]

An operational error occurred on 5/14/02 at 2016 CDT, over Keeler, MI VORTAC at FL 210. AAL1820, F100, O'Hare departure was climbed into the path of COM Air 95, CRJ, Milwaukee, WI arrival. Closest proximity was 500 feet vertical and 3.78 horizontal.
[CHICAGO ARTCC/VERCAMMEN]

COMMERCIAL INCIDENTS

American Airlines Flight 3127, MD-80, enroute from Indianapolis to St. Louis, the pilot advised of a pressurization problem 30 miles west of Indianapolis at 0650 CDT on 06/16/02 descended to 10,000 feet and continued to St. Louis. The aircraft landed at St. Louis at 0731 CDT without incident.
[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

ComAir Flight 495, CRJ-1, enroute from Cincinnati to Melbourne, Florida, the pilot advised of a passenger medical emergency 20 miles south of Lexington, Kentucky at 0901 CDT on 06/15/02 and diverted to Lexington. The aircraft landed at the Blue Grass Airport, Lexington, Kentucky at 151418Z and was met by paramedics.
[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

Midwest Express Flight 902, MD-80, departed the Milwaukee Mitchell Airport enroute to Los Angeles, the pilot advised of a vibration in the floor of the aft galley 100 miles west of Milwaukee at 1033 CDT on 06/15/02 and returned. The aircraft landed at the Milwaukee Mitchell Airport on runway 01L at 1042 CDT, without incident. Emergency equipment was at the runway.
[MILWAUKEE MITCHELL ATCT/HANDSCHIEGEL]

United Airlines Flight 1032, A-319, enroute from Vancouver to O'Hare Airport, the pilot advised of a passenger medical emergency 100 miles northwest of Minneapolis at 1120 CDT on 06/15/02 and diverted to Minneapolis. The aircraft landed at the Minneapolis Airport on runway 04 at 1140 CDT and was met by paramedics.
[MINNEAPOLIS ARTCC/HANDSCHIEGEL]

Southwest Airlines Flight 1848, B-737, departed the Midway Airport enroute to Detroit Metro Airport, shortly after takeoff the pilot advised that he was returning, due to a pressurization problem. The aircraft landed at the Chicago Midway Airport on runway 31C at 0935 CDT on 06/15/02, without incident.
[SOUTHWEST REGION ROC/HANDSCHIEGEL]

On 6/15/02 Air France 304, a B777, enroute from Paris to Atlanta diverted to Cleveland with a passenger medical emergency landing at 1816 CDT.
[INDIANAPOLIS ARTCC/KENNEY]

Northwest Airlines Flight 51, DC-10, enroute from Frankfurt, Germany to the Detroit Metro Airport, the pilot advised that he reduced the number three engine to idle over Newfoundland at 0925 CDT on 06/16/02, due to a compressor stall. The aircraft landed at the Detroit Metro Airport on runway 27L at 1215 CDT, without incident. Emergency equipment was at the runway.
[CLEVELAND ARTCC/HANDSCHIEGEL]

On 6/16/02 Options 598, a C650, at 43,000 feet enroute from Morristown, NJ to Dallas-Ft Worth reported loss of cabin pressure to Indianapolis ARTCC. He turned off the airway and made an emergency descent leveling off at 28,000 and reported the situation was stabilized. He then requested clearance to Greensboro. A short while later he changed destination again with Atlanta ARTCC and landed without incident at Louisville at 1723 CDT.
[INDIANAPOLIS ARTCC/KENNEY]

Avbase Aviation Flight 268, Cessna 650, enroute from the Detroit City Airport to the Cleveland Hopkins Airport, the pilot advised of a pressurization problem 50 miles northwest of Cleveland at 0128 CDT on 06/17/02 and continued to Cleveland. The aircraft landed at the Cleveland Hopkins Airport at 0143 CDT, without incident.
[CLEVELAND ARTCC/HANDSCHIEGEL]

PILOT DEVIATION

A pilot deviation occurred at the Duluth International Airport on taxiway ECHO at 0918 CDT on 06/15/02. ZIPGUN 1, 3/F-16s, were cleared to taxi from the ANG Base, to hold short of taxiway ECHO, the aircraft taxied onto taxiway ECHO. No reported loss in separation. (see surface incident)
[DULUTH ATCT/HANDSCHIEGEL]

On 6/15/02 at 1610 CDT N305MM, a BE36, landed 9R at O'Hare NORDO (no radio). United 1234, a B737, on final to 27L was sent around. There was no loss of separation. In a phone conversation later the pilot described a total electrical failure and said he had to make an emergency landing.
[O'HARE ATCT/KENNEY]

A pilot deviation occurred at the Rapid City Regional Airport at 0725 CDT on 06/16/02. N441GH, Boeing PT-17, was cleared to taxi to runway 05, a shortly thereafter the ATCS observed the aircraft off the departure end of runway 05, without a takeoff clearance. No reported loss in separation. (see surface incidents)
[RAPID CITY ATCT/HANDSCHIEGEL]

SURFACE INCIDENTS

A pilot deviation occurred at the Duluth International Airport on taxiway ECHO at 0918 CDT on 06/15/02. ZIPGUN 1, 3/F-16s, were cleared to taxi from the ANG Base, to hold short of taxiway ECHO, the aircraft taxied onto taxiway ECHO. No reported loss in separation. (see pilot deviation)
[DULUTH ATCT/HANDSCHIEGEL]

A pilot deviation occurred at the Rapid City Regional Airport at 0725 CDT on 06/16/02. N441GH, Boeing PT-17, was cleared to taxi to runway 05, a shortly thereafter the ATCS observed the aircraft off the departure end of runway 05, without a takeoff clearance. No reported loss in separation. (see pilot deviation)
[RAPID CITY ATCT/HANDSCHIEGEL]

ITEM(s) OF INTEREST

John Kapocius (lobby security guard) passed away at 1800 CDT on 06/16/02. John is survived by a daughter, a son and several grandchildren.

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Administrator's Daily Brief Great Lakes Region



Tuesday, June 18 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Travel	Thru 6/18	

PRELIMINARY ATS OPERATIONAL ERROR

On 6/17/02 at 0935 CDT, an operational error occurred 6 miles southwest of Fort Wayne at FL210. Northwest 290, a B752, lost separation with Eagle 160, an E135. The closest proximity was 400 feet vertical and 2.2 miles. The conflict alert was not activated.

[CHICAGO ARTCC/MATHER]

COMMERCIAL INCIDENTS

On 6/17/02 Blue Ridge 685, a CRJ2 enroute from Knoxville, TN to O'Hare, diverted to Indianapolis due to pressurization problem. The aircraft landed without incident at 0646 CDT.

[CHICAGO ARTCC/MATHER]

PILOT DEVIATION

On 6/16/02 at 1420 CDT, a pilot deviation occurred 1 mile south of Rockford. N3617D, as Schweizer SGS 1/36 sailplane, entered Class D airspace without a clearance or a radio. The aircraft paralleled runway 1 and landed in the grass. No loss of separation occurred.

[ROCKFORD ATCT/MATHER]

On 6/16/02 at 1232 CDT, a pilot deviation occurred 8 miles NE of Paris, IL VORTAC, N67527, C-152 was observed in Newport, IN TFR at 3.500 feet without clearance. There was no loss of separation.

[TERRE HAUTE ATCT/VERCAMMEN]

On 6/16/02 at 1654 CDT, a pilot deviation occurred near Fort Wayne, IN at FL 330. UA 9816, B744 made descent without clearance with no loss of separation.

[CHICAGO ARTCC/VERCAMMEN]

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Administrator's Daily Brief Great Lakes Region



Wednesday, June 19 2002

Name	Routing	Location	Period	Acting
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PRELIMINARY ATS OPERATIONAL ERROR

On 6/18/01 at 0955 CDT, a pilot deviation/operational error occurred 50 miles northwest of Detroit at 19,500 feet. Flagship 5623, a CRJ2, descended below the assigned of FL200. Separation was lost with Georgian 7429, a B190 at FL190. The closest proximity was 500 feet vertical and 3.75 miles lateral.
[CLEVELAND ARTCC/MATHER]

COMMERCIAL INCIDENTS

ComAir Flight 322, CRJ-1, enroute from Myrtle Beach to Cincinnati, the pilot declared an emergency 25 miles east of Lexington, Kentucky at 0612 CDT on 06/18/02 and diverted to Lexington. The aircraft landed at the Blue Grass Airport at 0624 CDT, without incident.
[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

PILOT DEVIATION

On 6/18/01 at 0955 CDT, a pilot deviation/operational error occurred 50 miles northwest of Detroit at 19,500 feet. Flagship 5623, a CRJ2, descended below the assigned of FL200. Separation was lost with Georgian 7429, a B190 at FL190. The closest proximity was 500 feet vertical and 3.75 miles lateral.
[CLEVELAND ARTCC/MATHER]

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Administrator's Daily Brief Great Lakes Region



Thursday, June 20 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Leave	Thru 6/24	

PRELIMINARY ATS OPERATIONAL ERROR

On 6/19/02 at 1705 CDT an operational error/pilot deviation occurred over Bradford, PA. N120WH, a FA20, given a right turn turned left and conflicted with America West 685, an A319, at 37,000 feet. Closest proximity was 1,300 feet and 2.5 miles.

[CLEVELAND ARTCC/KENNEY]

PILOT DEVIATION

On 6/19/02 a pilot deviation occurred 35 miles south of Indianapolis, IN Airport at 7,500 feet. N68DC, BE 35 entered restricted area R3401A. There was no loss of separation.

[INDIANAPOLIS ATCT/VERCAMMEN]

On 6/19/02 a pilot deviation occurred over Minneapolis, MN Airport at 10,300 feet N65EZ, PAY descended below assigned altitude and conflicted with N2895N. Closest proximity was 500 feet vertical and 2.87 miles horizontal.

[MINNEAPOLIS ARTCC/VERCAMMEN]

On 6/19/02 N9243C, a PA32, departed Palwaukee VFR enroute to Memphis and entered Chicago Class B airspace without authorization. He was observed on radar and pointed out to Red Rock 304, a B757, on final to 14R. Seven miles northwest of O'Hare Red Rock 304 at 2,300 climbed in response to a TCAS. Closest proximity was 1 mile horizontal at the same altitude.

[CHICAGO TRACON/KENNEY]

On 6/19/02 at 1705 CDT an operational error/pilot deviation occurred over Bradford, PA. N120WH, a FA20, given a right turn turned left and conflicted with America West 685, an A319, at 37,000 feet. Closest proximity was 1,300 feet and 2.5 miles.

[CLEVELAND ARTCC/KENNEY]

On 6/19/02 N9567L, a Civil Air Patrol C172, approaching Osh Kosh, WI was told to report mid field on right downwind for runway 18. JOSA 705, an LJ35, was on take off when N9567L appeared on short final and remained airborne until the Lear took off and then landed long without clearance.

[OSH KOSH FEDERAL CONTRACT TOWER/KENNEY]

On 6/19/02 at 2207 CDT, a pilot deviation occurred 35 miles southeast of Appleton, OH at FL310. Southwest 1722, a B737, was issued a 15° left turn, but turned right instead. Separation was lost with American 273, a B757. The closest proximity was 4.5 miles lateral.

[INDIANAPOLIS ARTCC/MATHER]

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HAND SHRED



Administrator's Daily Brief Great Lakes Region



Friday, June 21 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Leave	Thru 6/24	Kupietz

NON-COMMERCIAL FATAL ACCIDENTS:

N5034D, Cessna 182, wreckage was located 5 miles northeast of Norway, Michigan on the evening of 06/20/02 (the aircraft had been missing since 06/18/02, it had been out on a low level wildlife survey). The one person on board received fatal injuries. The aircraft was destroyed.

[MICHIGAN STATE POLICE/KENNEY]

PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred 10 miles northwest of the Badger VORTAC, Milwaukee, Wisconsin at 31,000 feet at 1621 CDT on 06/20/02. Aircraft involved were Airtran Airways Flight 856, B-712, northwestbound at 31,000 feet and Northwest Airlines Flight 768, DC-93, eastbound climbing to 33,000 feet. Conflict alert activated. Closest proximity was 1,500 feet vertical and 4.4 miles horizontal.

[CHICAGO ARTCC/KENNEY]

COMMERCIAL INCIDENTS

American Eagle Flight 98, E-145, enroute from Columbus to O'Hare Airport, the pilot advised of smoke in the cockpit over Ft. Wayne and diverted to Ft. Wayne. The aircraft landed at the Ft. Wayne International Airport at 2005 CDT on 06/20/02, without incident. Emergency equipment was at the runway.

[CHICAGO ARTCC/KENNEY]

PILOT DEVIATION

On 6/20/02 a pilot deviation occurred at 0852 CDT 28 miles SE of Indianapolis, IN Airport when N84UP, HS-25 flew through his assigned procedure and entered restricted area R3401A at 10,000 feet. There was no loss of separation.

[INDIANAPOLIS ATCT/VERCAMMEN]

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Administrator's Daily Brief Great Lakes Region



Monday, June 24 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Leave	Thru 6/24	Kupietz

PRELIMINARY ATS OPERATIONAL ERROR

On 6/21/02 an operational error occurred 5 miles NE of Detroit, MI Airport at 0759 CDT at 2,400 feet. Separation was lost between two landing aircraft, Cerry Air 417, LJ25 and Mesaba 3001, SF34. Closest proximity was 1.7 miles horizontal and 100 ft vertical.

[DETROIT ATCT/VERCAMMEN]

On 6/21/02 separation was lost between Mesaba 3076, SF34 and N201ZM, M20 at 5,000 feet near Detroit, MI at 1257 CDT. Closest proximity was 1.7 miles horizontal and 100 ft vertical.

[DETROIT ATCT/VERCAMMEN]

COMMERCIAL INCIDENTS

On 6/22/02 United 795, an A319 enroute from Charlotte to O'Hare, diverted to Indianapolis due to #1 engine shut down. The aircraft landed without incident at 0731 CDT.

[INDIANAPOLIS ARTCC/MATHER]

On 6/22/02 Northwest 1155, a DC9 enroute from White Plains, NY to Detroit, diverted to Buffalo due to an engine warning light and landed without incident at 0953 CDT.

[CLEVELAND ARTCC/MATHER]

On 6/22/02 Northwest 1536, a DC93 enroute from Detroit to Richmond, VA, returned due to a hydraulic problem. The aircraft landed without incident at 1040 CDT.

[CLEVELAND ARTCC/MATHER]

United Airlines Flight 1460, B-737, departed O'Hare Airport enroute to the Cleveland Hopkins Airport, the pilot advised of a flap problem 30 miles east of O'Hare Airport at 1610 CDT on 06/22/02 and returned. The aircraft landed at O'Hare Airport on runway 27L at 1634 CDT, without incident.

[CHICAGO TRACON/HANDSCHIEGEL]

USAir Flight 144, A-319, enroute from Santa-Anna, California to Pittsburgh, the pilot advised of minimum fuel 40 miles east of Indianapolis at 1930 CDT on 06/22/02 and diverted to Columbus. The aircraft landed at the Port Columbus Airport at 2002 CDT, without incident.

[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

Transworld Express Flight 5266, E-145, enroute from Pittsburgh to Memphis, the pilot declared an emergency 60 miles south of the Appleton, Ohio VORTAC at 1445 CDT on 06/23/02, due to a hydraulic problem. The aircraft returned to Pittsburgh and landed at 1536 CDT, without incident.

[CLEVELAND ARTCC/HANDSCHIEGEL]

Continental Airlines Flight 882, B-737, enroute from Houston to the Cleveland Hopkins Airport, the pilot advised of a passenger medical emergency over Evansville, Indiana at 1612 CDT on 06/23/02 and diverted to the Louisville-Standiford Airport. The aircraft landed at the Louisville-Standiford Airport at 1628 CDT and was met by paramedics.

[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

Atlantic Coast Airlines Flight 6120 (United Express Flight), J-328, enroute from Indianapolis to LaGuardia, the pilot advised of a problem with the hydraulic quantity indication over Dayton at 1839 CDT on 06/23/02 and diverted to Dayton. The aircraft landed at the Dayton Cox Airport at 1902 CDT, without incident. Emergency equipment was at the runway.

[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

American Airlines Flight 2658, MD-80, enroute from O'Hare Airport to Boston, the pilot advised over the Pullman, Michigan VORTAC at 2010 CDT on 06/23/02 that an engine generator failed and he was returning. The aircraft landed at the O'Hare Airport on runway 22R at 2036 CDT, without incident.

[CHICAGO ARTCC/HANDSCHIEGEL]

Atlantic Coast Airlines Flight 780, CRJ-2, enroute from O'Hare Airport to Allentown, Pennsylvania, the pilot advised of an indication, that the cargo area fire extinguisher failed (no fire) over the Chardon, Ohio VOR at 2047 CDT on 06/23/02. The aircraft diverted to the Cleveland Hopkins Airport and landed on runway 23R at 2110 CDT, without incident.

[CLEVELAND ARTCC/HANDSCHIEGEL]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

One 6/21/02 at 0617 CDT N3880SP, Cessna 172 hit runway 17R lights and signage while doing touch and goes. Pilot continued, returned and landed. Airport operations was notified by fixed base operator. The ATCT was not notified until 1218 CDT.

[GRAND FORKS ATCT/VERCAMMEN]

N336SC, Cessna 182, IFR enroute from the Anoka County Airport to Red Lake, Ontario, the pilot declared an emergency over International Falls at 1130 CDT on 06/22/02, due thunderstorms. The aircraft was handed off to the Winnipeg ARTCC and landed at Red Lake, Ontario without incident.

[MINNEAPOLIS ARTCC/HANDSCHIEGEL]

N4378S, Piper Malibu, IFR departed the Waukegan Regional Airport enroute to Port Huron, the pilot advised of a nose gear problem 5 miles west of Waukegan at 1605 CDT on 06/22/02 and returned. The aircraft landed at the Waukegan Regional Airport on runway 23 at 1641 CDT, without incident.

[WAUKEGAN ATCT/HANDSCHIEGEL]

N192AA, Beech Bonanza, VFR landed at the DuPage Airport on runway 33 at 1820 CDT on 06/23/02 gear up. No reported injuries to the one person on board. Aircraft damage minor. The pilot stated that the landing gear fuse was blown.

[DUPAGE ATCT/HANDSCHIEGEL]

MILITARY ACCIDENTS/INCIDENTS:

GRIMY1, 2.F16'S spilled out of the Buckeye MOA 35 miles east southeast of Cincinnati at 24,000 feet. There was no loss of separation. 6/21/02 1456 CDT.

[INDIANAPOLIS ARTCC/KENNEY]

PILOT DEVIATION

On 6/21/02 at 1707 CDT, a pilot deviation occurred at the Springfield airport. Windy City 3264, an S340, was instructed to turn left on runway 18, but instead turned onto runway 13. N8239E, a BE40 on short final to runway 13, was sent around to avoid loss of separation. See Surface Incidents below.
[SPRINGFIELD ATCT/KENNEY]

On 6/22/02 at 0548 CDT, a pilot deviation occurred 15 miles northwest of Dunkirk, NY at 20,600 feet. Skytour 322, an A320, climbed above the assigned altitude of FL200. Separation was lost with Noval 907, a CVLT. The closest proximity was 700 feet vertical and 3.2 miles lateral.
[CLEVELAND ARTCC/MATHER]

A pilot deviation occurred 5 miles northeast of Midway Airport at 3,000 feet at 1658 CDT on 06/23/02. Allegiant Air Flight 423, MD-80, departed Midway Airport on runway 31C, the pilot failed to comply with the Midway four SID (turn south of the DuPage 096 radial).
[CHICAGO TRACON/HANDSCHIEGEL]

SURFACE INCIDENTS

On 6/21/02 at 1707 CDT, a pilot deviation occurred at the Springfield airport. Windy City 3264, an S340, was instructed to turn left on runway 18, but instead turned onto runway 13. N8239E, a BE40 on short final to runway 13, was sent around to avoid loss of separation. See Pilot Deviation above.
[SPRINGFIELD ATCT/KENNEY]

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Administrator's Daily Brief Great Lakes Region



Tuesday, June 25 2002

Name	Routing	Location	Period	Acting
Hanley	AGL-200	Travel	Thru 6/28	Hegy
McGowen	AGL-700	Travel	Thru 6/28	Jordan

PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred over the Akron, Ohio VOR at 17,800 feet at 1844 CDT on 06/24/02. Aircraft involved were USAir Flight 550, B-733, inbound to Pittsburgh descending and Continental Airlines Flight 6208, B-737, southeastbound climbing off the Cleveland Hopkins Airport. Conflict alert activated. Closest proximity was 500 feet vertical and 2.9 miles horizontal.

[CLEVELAND ARTCC/HANDSCHIEGEL]

COMMERCIAL INCIDENTS

Northwest Airlines Flight 274W, DC-9, enroute from Minneapolis to Green Bay, the pilot advised of a pressurization problem, with smoke in the aircraft 75 miles southeast of Minneapolis at 1830 CDT on 06/24/02 and returned to Minneapolis. The aircraft landed at the Minneapolis Airport at 1848 CDT, without incident. Emergency equipment was at the runway.

[MINNEAPOLIS ARTCC/HANDSCHIEGEL]

PILOT DEVIATION

On 6/24/02 N737PV a C172 at 1120CDT was observed transitioning through Newport TFR at 4,000 feet. Pilot received a pilot briefing but changed destination after the briefing.

[TERRE HAUTE ATCT/MULVIHILL]

FACILITY EQUIPMENT EVENT

On 6/24/02 at 0616 CDT Rochester MN ATCT ARTS 2E equipment was taken out of service for planned maintenance. At 0810 CDT the ARTS equipment was unable to be returned to service and an ATC ALERT was called. At 0940 the ARTS 2E was returned to service and the ATC ALERT was cancelled.

[ROCHESTER MN ATCT/MULVIHILL]

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Administrator's Daily Brief Great Lakes Region



Wednesday, June 26 2002

Name	Routing	Location	Period	Acting
Hanley	AGL-200	Travel	Thru 6/28	Hegy
McGowen	AGL-700	Travel	Thru 6/28	Jordan

NON-COMMERCIAL FATAL ACCIDENTS:

On 6/25/02 at 0710 CDT a fatal accident occurred near Wayland MI. A homebuilt biplane crashed after what appeared to be an attempt to do an aerobatic maneuver. A witness reported the aircraft nosed into the ground. One person on board with substantial damage to the aircraft.
[GRAND RAPIDS ATCT/MULVIHILL]

PRELIMINARY ATS OPERATIONAL ERROR

On 6/25/02 an operational error occurred 18 miles Northwest of Indianapolis IN at 10,000 feet at 0859 CDT with Northwest 500 a DC9 and Windy City 3102 an SF34 both inbound from the northwest to Indianapolis IN. Closest proximity was 700 feet and .84 miles.
[INDIANAPOLIS APPROACH/MULVIHILL]

On 6/25/02 an operational error occurred 22 miles south of Greenbay WI at 12,000 feet at 1035 CDT with Skyway Airlines 1046 a B190 and Air Wisconsin 805 a D328 both departures from Greenbay WI. Closest proximity was 0 feet and 3.3 miles.
[CHICAGO CENTER/MULVIHILL]

On 6/25/02 at 1435 CDT separation was lost between Northwest Airlines Flight 754, B752 and Northwest Airlines Flight 2544, A320, 40 miles NE and both inbound to Detroit, MI airport at FL 172. Closest proximity was 200 feet vertical and 4.34 miles horizontally.
[CLEVELAND ARTCC/VERCAMMEN]

PILOT DEVIATION

On 6/25/02 at 1229 CDT a pilot deviation occurred 10 miles southeast of Chicago IL Midway airport at 2,700 feet. Northwest 1155 a DC9 and American Trans Air 924 a B737 were both inbound to Midway for runway 31C. Northwest 1155 abandoned the approach and made a right turn causing a loss of separation with American Trans Air 924. Closest proximity was 500 feet and 1.25 miles.
[CHICAGO TRACON/MULVIHILL]

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Administrator's Daily Brief Great Lakes Region



Thursday, June 27 2002

Name	Routing	Location	Period	Acting
Hanley	AGL-200	Travel	Thru 6/28	Hegy
McGowen	AGL-700	Travel	Thru 6/28	Jordan

NON-COMMERCIAL FATAL ACCIDENTS:

On 6/26/02 NC38057, an antique Curtis JN-4D, crashed at Owatonna, MN at 0840 CDT. One person was fatally injured and the other is in critical condition. The fatality, pilot Rueben Kaplan, was an aviation pioneer and an icon in the community.

[MINNEAPOLIS FSDO/KENNEY]

PRELIMINARY ATS OPERATIONAL ERROR

On 6/26/02 separation was lost between Air Tran Flight 294, B712 and Flag Ship 5652, CARJ at FL 330, 20 miles SE of Louisville, KY at 1514 CDT. Closest proximity was 1200 feet and 3.7 miles.

[INDIANAPOLIS ARTCC/VERCAMMEN]

On 6/26/02 separation was lost at 2151 CDT at Fargo, ND airport. N814K, Jet Star who read back clearance intended for N9777F, Mooney 20 who was taking off runway 35. N814K started takeoff roll, was stopped and lost separation. Closest proximity was 2,500 feet horizontal and 200 feet vertical. Also see Surface Error; Pilot Deviation.

[FARGO ATCT/VERCAMMEN]

SURFACE INCIDENTS

On 6/26/02 a pilot deviation occurred at 2151 CDT at Fargo, ND airport. N814K, Jet Star who read back clearance intended for N9777F, Mooney 20 who was taking off runway 35. N814K started takeoff roll, was stopped and lost separation. Closest proximity was 2,500 feet horizontal and 200 feet vertical.

[FARGO ATCT/VERCAMMEN]

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Administrator's Daily Brief Great Lakes Region



Friday, June 28 2002

Name	Routing	Location	Period	Acting
Hanley	AGL-200	Travel	Thru 6/28	Hegy
McGowen	AGL-700	Travel	Thru 6/28	Jordan

NON-COMMERCIAL FATAL ACCIDENTS:

On 6/27/02 LN911ND a BE90 hit a deer on landing at Roseau MN at 0436 CDT to pick up patient. Four people on board, no injuries with substantial damage due to left gear collapse the left wing and engine struck ground. No ATC on field, flight was on an IFR FP.

[PRINCETON AFSS/MULVIHILL]

PRELIMINARY ATS OPERATIONAL ERROR

An operational error has been filed for an incident occurring at O'Hare at 1229 CDT on 6/21/02. United 259, a B757, aborted take off on 32L as Blue Ridge 336, a CRJ-2, flew over the top of UAL 259 and landed on 9L. Closest proximity was 200 feet vertical and zero lateral.

[O'HARE ATCT/KENNEY]

COMMERCIAL INCIDENTS

American Airlines Flight 2717, MD-80, enroute from the Detroit Metro Airport to ST. Louis, the pilot declared an emergency 20 miles east of Indianapolis at 0653 CDT on 06/27/02, due smoke in the cockpit and diverted to Indianapolis. The aircraft landed at the Indianapolis International Airport on runway 23L at 0708 CDT, without incident.

[INDIANAPOLIS ATCT/HANDSCHIEGEL]

American Eagle Flight 081, E-135, departed O'Hare Airport enroute to Cincinnati, the pilot advised of an abnormal indication 15 miles south of O'Hare Airport at 0630 CDT on 06/27/02 and returned to O'Hare Airport. The aircraft landed at O'Hare Airport on runway 27L at 0640 CDT, without incident.

[CHICAGO TRACON/HANDSCHIEGEL]

Mesaba Flight 3404, BA-146, enroute from Sioux City to Minneapolis, the pilot advised of a medical emergency 10 miles southeast of Minneapolis at 1140 CDT on 06/27/02. The aircraft landed at the Minneapolis Airport on runway 30R at 1147 CDT and was met by paramedics

[MINNEAPOLIS ATCT/HANDSCHIEGEL]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

N76SA, Piper Cherokee Arrow, enroute the engine failed (cylinder blew) and the aircraft caught fire. The aircraft landed in a field at Steward, Illinois (about 10 miles south of Rockford, near Renkin Field) at 1600 CDT on 06/26/02. No injuries to the one person on board. Aircraft damage substantial (the fire was extinguished).

[DUPAGE FSDO/HANDSCHIEGEL]

N58NA, DC-3, enroute from Pontiac, Michigan to Charlotte, North Carolina, the pilot declared an emergency 20 miles northwest of Bluefield, West Virginia at 1110 CDT on 06/27/02, due number two engine failed. The aircraft diverted to Bluefield and landed at the Mercer County Airport on runway 23 at 1130 CDT, without incident.
[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

NEAR MID-AIR COLLISION REPORT

On 6/27/02 a VFR aircraft entered Saginaw, MI Class D airspace and proceeded toward the field. The reporting aircraft N127JM, an E110, departing runway 23 and climbing to 3,000 was given the traffic and took evasive action. The intruder was tracked out of the area and lost because of his low altitude. The closest proximity was estimated to be 150 feet vertical and zero horizontal.
[SAGINAW ATCT/KENNEY]

PILOT DEVIATION

A pilot deviation occurred 7 miles south of Jackson, Michigan at 2,000 feet at 0815 CDT on 06/27/02. N64236, Cessna 172, aircraft was issued a special VFR clearance to maintain 3,000 feet to Sandusky, the aircraft descended to 2,100 feet and entered class 'D' airspace. No reported loss in separation.
[LANSING ATCT/HANDSCHIEGEL]

SURFACE INCIDENTS

On 6/27/02 at 1344 CDT an Air National Guard TUG 787 crossed runway 27 without authorization at Duluth, MN. Cirris II, an SR20, on final was sent around. No loss of separation.
[DULUTH ATCT/KENNEY]

An operational error has been filed for an incident occurring at O'Hare at 1229 CDT on 6/21/02. United 259, a B757, aborted take off on 32L as Blue Ridge 336, a CRJ-2, flew over the top of UAL 259 and landed on 9L. Closest proximity was 200 feet vertical and zero lateral.
[O'HARE ATCT/KENNEY]

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Administrator's Daily Brief Great Lakes Region



Monday, July 1 2002

Name	Routing	Location	Period	Acting
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PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred 3 miles east of the Flint, Michigan VOR at 3,000 feet at 2345 CDT on 06/28/02. Aircraft involved were N2452U, Cessna 172R, number two for the approach into the Flint-Bishop Airport and Airtran Airways Flight 258, B-712, cleared for a visual approach to the Flint-Bishop. Conflict Alert Activated. Closest proximity was 0 vertical and 3 miles horizontal.
[CLEVELAND ARTCC/HANDSCHIEGEL]

On 6/28/02 at 1724 CDT, an operational error occurred 45 miles south of Appleton, OH at 32,200 feet. N92SS, a C560, lost separation with Southwest 1568, a B737. The closest proximity was 1,200 feet vertical and 3.4 miles lateral. The conflict alert was activated.
[INDIANAPOLIS ARTCC/MATHER]

COMMERCIAL INCIDENTS

Corporate Wings Flight 398, Cessna 650, enroute from Jeffersonville, Indiana to the Washington-Dulles Airport, the pilot advised that he reduced the number two engine to idle, due to a thrust reverser problem over Charleston, West Virginia at 0806 CDT on 06/28/02 and diverted to Charleston. The aircraft landed at the Yeager Airport, Charleston, West Virginia at 0826 CDT, without incident.
[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

ComAir Flight 298, CRJ-1, departed the Minneapolis Airport enroute to Cincinnati, the pilot declared an emergency 5 miles southeast of Minneapolis at 1135 CDT on 06/28/02, due engine out and returned. The aircraft landed at the Minneapolis Airport on runway 12R at 1156 CDT, without incident. Emergency equipment was at the runway.
[MINNEAPOLIS ATCT/HANDSCHIEGEL]

Northwest Airlines Flight 1246, DC-9, departed the Rapid City Regional Airport enroute to Minneapolis, the pilot declared an emergency 5 miles east of Rapid City at 1150 CDT on 06/28/02, due smoke in the cockpit and returned. The aircraft landed at the Rapid City Regional Airport on runway 14 at 1154 CDT, without incident and taxied to the gate. Emergency equipment was at the runway.
[RAPID CITY ATCT/MINNEAPOLIS ARTCC/HANDSCHIEGEL]

Mesaba Flight 2933, SF-340, inbound to the Minneapolis Airport on a ILS runway 30R approach, with Northwest Airlines Flight 585, A-320, on a simultaneous approach to runway 30L, Mesaba Flight 2933 went off course into the non-transgression zone (a PRM) at 0928 CDT on 06/28/02. Northwest Airlines Flight 585 was sent around and Mesaba 2933 landed without further incident.
[MINNEAPOLIS ATCT/HANDSCHIEGEL]

United Airlines Flight 103, A-319, inbound to O'Hare Airport the pilot advised of a electrical problem 20 miles west of O'Hare Airport at 1425 CDT on 06/28/02. The aircraft landed at O'Hare Airport on runway 09R at 1431 CDT, without incident. Emergency equipment was at the runway.
[O'HARE ATCT/HANDSCHIEGEL]

On 6/28/02 Flagship 5632, a CRJ2 enroute from Minneapolis to South Bend, returned due to a pressurization problem and landed without incident at 2052 CDT.
[MINNEAPOLIS ARTCC/MATHER]

On 6/29/02 Midex 671, a DC9 enroute from Milwaukee to Madison, returned due to high oil temperature in #1 engine. The aircraft landed without incident at 1509 CDT.
[MILWAUKEE ATCT/MATHER]

On 6/30/02 Northwest 1078, a DC9 enroute from Minneapolis to Midway, returned due to a bleed air duct problem. The aircraft landed without incident at 1732 CDT.
[MINNEAPOLIS TRACON/MATHER]

On 6/30/02 Northwest 277, a B757 enroute from Detroit to Seattle, diverted to Minneapolis due to a passenger medical emergency. The aircraft landed at 1954 CDT.
[MINNEAPOLIS ARTCC/MATHER]

On 6/30/02 Northwest 146, a DC93 enroute from Minneapolis to O'Hare, returned due to smoke in the cabin and landed without incident at 1935 CDT.
[MINNEAPOLIS ATCT/MATHER]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

N155JH, Cessna Citation 560, enroute from Monett, Missouri to Philadelphia, the pilot advised of a pressurization problem, due to a door seal leak 30 miles north of the Pocket City VORTAC, Evansville, Indiana at 0855 CDT on 06/28/02. The aircraft diverted to Alton, Illinois and landed at the St. Louis Regional Airport at 0930 CDT, without incident.
[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

On 6/29/02 at 1200 CDT, N1345, an experimental Oldfield Baby Great Lakes, encountered gusty winds on landing at a private airstrip 5 miles south of Farmington, MN. The one occupant was not injured. Aircraft damage was minor.
[N1345 PILOT/MATHER]

On 6/29/02 at 1453 CDT, N699S, an experimental Glastar GS-1, lost power and crashed in Inver Grove Hts, MN. The pilot received minor injuries and the other occupant received serious injuries. Aircraft damage was substantial.
[PRINCETON AFSS/MATHER]

On 6/29/02 at 1520 CDT, N763E, a WACO, landed hard and flipped over at the Knox County airport, Mt. Vernon, OH. None of the three occupants were injured and damage to the aircraft was substantial.
[CLEVELAND AFSS/MATHER]

On 6/30/02 at 1159 CDT N35545 a Piper J3C landed at Morgan County airport OH, skidded off the runway and flipped over on its top. No injuries, substantial damage.
[CLEVELAND AFSS/MULVIHILL]

MILITARY ACCIDENTS/INCIDENTS:

TALN 30 (Canadian Military), S-61, VFR enroute from Duluth to Shear Water, Nova Scotia, made an emergency landing at Ewen Trout Creek, Michigan at 1300 CDT on 06/28/02, due to an oil line to the gearbox failed. There were 6 persons on board, no reported injuries. No reported aircraft damage.
[GREEN BAY AFSS/HANDSCHIEGEL]

PILOT DEVIATION

On 6/28/02 at 2002 CDT, a pilot deviation occurred at the Flying Cloud airport, Minneapolis. N400HU, a HUSK, did not hold short of runway 9L as instructed. N2240G, a P28A on final approach to runway 9L, went around to avoid a loss of separation. See Surface Incidents below.

[FLYING CLOUD ATCT/MATHER]

On 6/29/02 at 1510 CDT, a pilot deviation occurred over Evansville at 10,500 feet. N18JL, a P337, violated a TFR in place for the U.S. Navy Blue Angels flight demonstration. No loss of separation occurred.

[EVANSVILLE ATCT/MATHER]

RUNWAY INCURSIONS

On 6/29/02 a private vehicle crossed runway 24L at taxiway D while N969FA a Cessna 172 was on takeoff roll approximately 300-400 feet from the approach end at 1147 CDT. Closest proximately estimated 2200 feet. See Surface Incidents below.

[KENOSHA ATCT/MULVIHILL]

SURFACE INCIDENTS

On 6/28/02 at 2002 CDT, a pilot deviation occurred at the Flying Cloud airport, Minneapolis. N400HU, a HUSK, did not hold short of runway 9L as instructed. N2240G, a P28A on final approach to runway 9L, went around to avoid a loss of separation. See Pilot Deviation above.

[FLYING CLOUD ATCT/MATHER]

On 6/29/02 a private vehicle crossed runway 24L at taxiway D while N969FA a Cessna 172 was on takeoff roll approximately 300-400 feet from the approach end at 1147 CDT. Closest proximately estimated 2200 feet. See Runway Incursions above.

[KENOSHA ATCT/MULVIHILL]

On 6/30/02 at 1613 CDT, a vehicle deviation occurred at the Kenosha, WI airport. 2 vehicles were observed southeast bound on taxiway Delta. One vehicle crossed runway 24L, came in close proximity to N873T, a BE58 taxiing southwest bound on taxiway Charlie, and continued to Kenosha Aero via the south ramp area. The second vehicle stopped on runway 24L, turned around, and exited the airfield boundaries. N873T was advised of the vehicles and yielded to avoid the vehicle.

[KENOSHA FCT/MATHER]

On 6/30/02 at 1651 CDT, a vehicle deviation occurred at the Cincinnati-Lunken airport. A car driven by a 71 year old male, entered the airfield between hangars one and two, continued onto taxiway Charlie, crossed runway 7, entered the Midwest Jet Center ramp, and crashed into N96626, a C172 parked on the ramp.

[LUNKEN FCT/MATHER]

FACILITY EQUIPMENT EVENT

The Minneapolis ATCT went on ATC ALERT at 0600 CDT on 06/30/02, due ASR-9 Radar back up channel B failed. Scheduled maintenance was performed on the mid-shift, channel B failed when system was brought up.

[MINNEAPOLIS ATCT/HANDSCHIEGEL]

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Administrator's Daily Brief Great Lakes Region



Tuesday, July 2 2002

Name	Routing	Location	Period	Acting
Vercammen	AGL-6	Leave	Thru 7/5	Kenney
Hanley	AGL-200	Leave	Thru 7/8	Winston
Alles	AGL-600	Leave	Thru 7/5	Ladendorf

PRELIMINARY ATS OPERATIONAL ERROR

On 7/1/02 at 1255 CDT, an operational error occurred 20 miles north of Bradford, PA at FL260. N230AJ, an ASTR, lost separation with Jazz 932, a CRJ2. The closest proximity was 700 feet vertical and 3.2 miles lateral. The conflict alert was activated.

[CLEVELAND ARTCC/MATHER]

PILOT DEVIATION

On 7/1/02 at 0620 CDT N2241P, a PA28, was observed by employees at the Newport Chemical Depot 30 miles north of Terre Haute passing through their TFR at a low altitude. Terre Haute Approach followed a VFR target that appeared to land at Clinton, IN and called the Vermillion County Sheriff. The Sheriff's office was able to identify and interview the pilot.

[TERRE HAUTE ATCT/KENNEY]

N17EL, an experimental RV6A, entered Minneapolis Class B airspace without authorization on 7/1/02 at 0802 CDT. The pilot reported on the frequency at 4,000 feet 15 miles northwest of Minneapolis. There was no loss of separation.

[MINNEAPOLIS ATCT/KENNEY]

On 7/1/02 at 1405 CDT, a pilot deviation occurred 20 miles southwest of Bloomington, IN at 2,800 feet. N345JS, an experimental Pulsar XP, violated the Crane TFR.

[TERRE HAUTE ATCT/MATHER]

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Administrator's Daily Brief Great Lakes Region



Wednesday, July 3 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Leave	Thru 7/5	Kupietz
Vercammen	AGL-6	Leave	Thru 7/5	Parker
Hanley	AGL-200	Leave	Thru 7/8	Winston
Woods	AGL-400	Leave	7/03 PM	McGowan
Alles	AGL-600	Leave	Thru 7/5	Ladendorf

PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred over the Louisville, Kentucky VORTAC at 31,000 feet at 1502 CDT on 07/02/02. Aircraft involved were Southwest Airlines Flight 2408, B-737, northeastbound off Nashville climbing to 31,000 feet and American Airlines Flight 1861, MD-80, southwestbound at 31,000 feet. Conflict alert activated. Closest proximity was 600 feet vertical and 3.3 miles horizontal.

[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

COMMERCIAL INCIDENTS

Northwest Airlines Flight 895, DC-9, enroute from West Palm Beach to the Detroit Metro Airport, the pilot advised of low fuel 30 miles southeast of Pittsburgh at 1415 CDT on 07/02/02 and diverted to Pittsburgh. The aircraft landed at the Pittsburgh Airport at 1434 CDT, without incident.

[CLEVELAND ARTCC/PARKER/HANDSCHIEGEL]

Mesaba Flight 2926, SF-340, departed the Detroit Metro Airport enroute to Erie, the pilot advised 25 miles southeast of Detroit at 1450 CDT on 07/02/02 that he was returning, due to an engine over heat indication. The aircraft landed at the Detroit Metro Airport on runway 21L at 1502 CDT, without incident.

[DETROIT METRO ATCT/HANDSCHIEGEL]

American Eagle Flight 288, E-145, departed Traverse City enroute to O'Hare Airport, the pilot advised of an erroneous fuel indication 25 miles north of the White Cloud, Michigan VORTAC at 1700 CDT on 07/02/02 and diverted to Grand Rapids. The aircraft landed at the Gerald Ford International Airport on runway 26L at 1710 CDT, without incident.

[MINNEAPOLIS ARTCC/HANDSCHIEGEL]

United Airlines Flight 233, A-320, enroute from Washington-Dulles to Phoenix, the pilot advised of a passenger medical emergency 20 miles south of Indianapolis at 1726 CDT on 07/02/02 and diverted to Indianapolis. The aircraft landed at the Indianapolis International Airport at 1742 CDT and was met by paramedics.

[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

Mesaba Flight 3062, SF-340, was on an ILS to runway 30L at the Minneapolis Airport entered the non-transgression zone (PRM) at 1914 CDT on 07/02/02. Northwest Airlines Flight 603, DC-9, was pulled off the final approach for runway 30R. Closest proximity was 1 1/2 miles.

[MINNEAPOLIS ATCT/HANDSCHIEGEL]

PILOT DEVIATION

On 7/2/02 a Sanyo Blimp entered the Detroit Class B airspace without authorization at 1115 CDT. Other traffic advised controllers that the blimp crossed the 21R Localizer at 2,000 feet 6 miles from the VOR and departed the area westbound. There was no loss of separation.

[DETROIT ATCT/KENNEY]

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Administrator's Daily Brief Great Lakes Region



Friday, July 5 2002

Name	Routing	Location	Period	Acting
Hunziker	AGL-1	Leave	Thru 7/5	Kupietz
Vercammen	AGL-6	Leave	Thru 7/5	Mather
Hanley	AGL-200	Leave	Thru 7/8	Winston
Alles	AGL-600	Leave	Thru 7/5	Ladendorf

COMMERCIAL INCIDENTS

On 7/3/02, Citrus 707, a DC9, departed Dayton, OH for Atlanta, GA and returned due to a warning light (unspecified). The aircraft landed at Dayton on Rwy 24R at 0956 CDT without incident.
[DAYTON TRACON/PARKER]

Atlantic Coast Airlines Flight 511 (United Express), CRJ-2, departed the Saginaw Airport enroute to O'Hare Airport, the pilot advised of an electrical problem 10 miles west of Saginaw at 1511 CDT on 07/03/02 and returned. The aircraft landed at the Saginaw Airport on runway 23 at 1518 CDT, without incident. Emergency equipment was at the runway.
[SAGINAW ATCT/HANDSCHIEGEL]

On 7/4/02 at 0950 CDT, Bluestreak 4051, a D328, landed at Akron Canton, OH, reported an unsafe gear indication, and stopped between Taxiway F & Taxiway F1. There the passengers were deplaned via normal means. The aircraft was towed.
[AKRON CANTON ATCT/PARKER]

On 7/4/02, American 1281, an MD80, departed Providence, RI for Chicago O'Hare, IL, declared an emergency, and diverted to Detroit Metro, MI due to an electrical problem. The aircraft landed at Detroit on Rwy 4R at 1406 CDT without incident.
[CLEVELAND ARTCC/PARKER]

ComAir Flight 1532, CRJ-1, departed Cincinnati enroute to Myrtle Beach, the pilot advised of a door problem 35 miles east of Cincinnati at 2030 CDT on 07/04/02 and returned. The aircraft landed at the Cincinnati/Northern Kentucky Airport at 2052 CDT, without incident.
[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

On 7/5/02, Fedex 2020, a DC10, departed Newark, NJ for Oakland, CA and diverted to Minneapolis due to a precautionary engine light. The aircraft landed at Minneapolis at 0259 CDT without incident.
[MINNEAPOLIS ARTCC/PARKER]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

N157PH, Lear Jet 45, inbound to the Cleveland Hopkins Airport, the pilot advised of an unsafe gear indication and went around. The aircraft landed at the Cleveland Hopkins Airport on runway 24L at 1600 CDT on 07/03/02,

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Administrator's Daily Brief Great Lakes Region



Monday, July 8 2002

Name	Routing	Location	Period	Acting
Hanley	AGL-200	Leave	Thru 7/8	Winston

COMMERCIAL ACCIDENTS:

On 7/7/02 at 1630 CDT Southwest Airlines Flight 1544 a B737, during push back a tow bar snapped. A Flight Attendant was injured and taken to a hospital.
[SOUTHWEST AIRLINES/MULVIHILL]

COMMERCIAL INCIDENTS

On 7/5/02 Northwest 690, an A319 enroute from Detroit to Providence, RI, returned due to a pressurization problem. The aircraft landed without incident at 1340 CDT.
[DETROIT METRO ATCT/MATHER]

American 30, a B767, enroute from Los Angeles to New York diverted to St Louis with a passenger medical emergency landing at estimated 0430 CDT.
[MINNEAPOLIS ARTCC/KENNEY]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

N222PA, Cessna 150, enroute from Green Bay to Medford, Wisconsin, the pilot declared an emergency 25 miles east of Mosinee, Wisconsin at 1505 CDT on 07/05/02, due engine failed and diverted to Mosinee. The aircraft landed at the Central Wisconsin Airport at 1516 CDT, without incident.
[MINNEAPOLIS ARTCC/HANDSCHIEGEL]

On 7/6/02 N2837X a Cessna Cardinal, landing at Fowlerville MI at 1134 CDT went off the departure end of the runway into a field. There were four persons on board with no injuries and damage unknown.
[LANSING ATCT/MULVIHILL]

PILOT DEVIATION

N8330D, BE35, climbed above assigned altitude of 8,000 and lost separation with Mesaba 3065, an SF34, 29 miles northeast of Minneapolis. Closest proximity was 2 miles and 400 feet at 10004 CDT on 7/6/02.
[MINNEAPOLIS TRACON/KENNEY]

On 7/6/02 at 1742 CDT N62915 a single engine Cessna operating VFR at 3,500 feet in contact with Detroit MI approach was instructed to maintain VFR clear of Detroit Class B airspace. Aircraft proceeded westbound and climbed to 4,500 feet into Class B airspace 35 miles east southeast of Detroit MI. No loss of separation.
[DETROIT TRACON/MULVIHILL]

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Administrator's Daily Brief Great Lakes Region



Tuesday, July 9 2002

Name	Routing	Location	Period	Acting
Hanley	AGL-200	Leave	Thru 7/8	Winston

PRELIMINARY ATS OPERATIONAL ERROR

On 7/8/02 an operational error occurred with TN222AD a GLF4 eastbound descending into Milwaukee WI to leave FL180 in 3 minutes or less. N207SB a BE10 northbound at FL190 was turned 30 degrees left to maintain separation. Separation was lost 20 miles east northeast of Janesville WI at FL190 at 1335 CDT. Closest proximity was 300 feet and 3.1 nautical miles.

[CHICAGO ARTCC/MULVIHILL]

An operational error occurred on 7/8/02 at 2101 CDT 10 miles north of Kalamazoo, MI at 31,000 feet. USAir 1410, a B733, deviating around weather lost separation with British Airways 298, a B772. The closest proximity was 300 feet vertical and 3.8 horizontal.

[CHICAGO ARTCC/KENNEY]

COMMERCIAL INCIDENTS

On 7/8/02, Champion Air 1367, a B727, departed Minneapolis, MN for Las Vegas, NV and returned due to an exhaust overheat on the number 3 engine. The aircraft landed at Minneapolis at 0726 CDT without incident.

[MINNEAPOLIS ARTCC/PARKER]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

On 7/8/02 N2788B a AC56 lost both engines one minute apart, 20 miles south of FT Wayne IN at 3500 feet within Class Charlie airspace, landing in a field at 1408 CDT. Aircraft was able to obtain fuel and depart with one person on board and no reported damage.

[FORT WAYNE ATCT/MULVIHILL]

PILOT DEVIATION

On 7/7/02 at 2041 CDT, a pilot deviation occurred on the surface at Waukesha, WI Airport. N29HJ, an SR12, VFR, departed without a takeoff clearance. No other aircraft were involved.

[NADIN/PARKER]

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Administrator's Daily Brief Great Lakes Region



Wednesday, July 10 2002

Name	Routing	Location	Period	Acting
Hudson	AGL-30	Travel	Thru 7/12	Jacobson

PRELIMINARY ATS OPERATIONAL ERROR

On 7/9/02 at 1015 CDT, an operational error occurred on the surface at Flying Cloud, Minneapolis, MN Airport. Separation was lost between N201BJ, an M20, which landed on Rwy 9R and crossed Rwy 9L; and N9577T, a PA38, cleared for takeoff on Rwy 9L. The closest proximity was 0 feet vertical and 1,000 feet horizontal. (See Surface Incident Report)
[FLYING CLOUD ATCT/PARKER]

On 7/3/02 at 2032 CDT an operational error occurred at the Moline airport. Iron Air 9120, a C208 cleared to land on runway 27, lost separation with N8127L, a C210 cleared for takeoff on runway 5. The closest proximity was 1,500 feet lateral. (See Surface Incident Report)
[MOLINE ATCT/MATHER]

SURFACE INCIDENTS

On 7/9/02 at 2025 CDT, a vehicle deviation occurred at the South Bend airport. Airport 3, a car driven by airport personnel, crossed runway 9R without a clearance. No aircraft were involved.
[SOUTH BEND ATCT/MATHER]

On 7/9/02 at 1015 CDT, an operational error occurred on the surface at Flying Cloud, Minneapolis, MN Airport. Separation was lost between N201BJ, an M20, which landed on Rwy 9R and crossed Rwy 9L; and N9577T, a PA38, cleared for takeoff on Rwy 9L. The closest proximity was 0 feet vertical and 1,000 feet horizontal. (See Operational Error Report)
[FLYING CLOUD ATCT/PARKER]

On 7/3/02 at 2032 CDT an operational error occurred at the Moline airport. Iron Air 9120, a C208 cleared to land on runway 27, lost separation with N8127L, a C210 cleared for takeoff on runway 5. The closest proximity was 1,500 feet lateral. (See Operational Error Report)
[MOLINE ATCT/MATHER]

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Administrator's Daily Brief Great Lakes Region



Thursday, July 11 2002

Name	Routing	Location	Period	Acting
Hudson	AGL-30	Travel	Thru 7/12	Jacobson

COMMERCIAL INCIDENTS

On 7/10/02 American 1100, a B767 enroute from San Francisco to O'Hare, discovered that a cargo door was missing after landing at O'Hare at 1635 CDT.
[O'HARE ATCT/MATHER]

On 7/10/02 Allegheny 3805, a DH8 enroute from Columbus to Pittsburgh, returned due to a total hydraulic failure. The aircraft landed without incident at 1817 CDT.
[COLUMBUS ATCT/MATHER]

On 7/10/02, Comair 703, a CRJ1, enroute from Covington, KY to Baltimore, MD, diverted to Dayton, OH due to an engine problem. The aircraft landed at Dayton at 2303 CDT.
[INDIANAPOLIS ARTCC/PARKER]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

On 7/10/02 at 1615 CDT, N580US, an SK58, crashed into Brookville Lake, Franklin County, IN under unknown circumstances. The pilot and one other occupant received serious injuries. The third occupant is missing. The helicopter remains at the bottom of the lake.
[INDIANA STATE POLICE/MATHER]

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CH-10: AT&T Skynet Satellite IVT



Administrator's Daily Brief Great Lakes Region



Friday, July 12 2002

Name	Routing	Location	Period	Acting
Hudson	AGL-30	Travel	Thru 7/12	Jacobson

PRELIMINARY ATS OPERATIONAL ERROR

On 7/11/02 at 1441 CDT, an operational error occurred 35 miles northwest of Carleton, MI. United 1006, a B733 eastbound at FL330, lost separation with Northwest 621, a DC93 northwest bound climbing to FL350. The closest proximity was 1,400 feet vertical and 4.4 miles lateral. The conflict alert was not activated.
[CLEVELAND ARTCC/MATHER]

COMMERCIAL INCIDENTS

On 7/11/02 at 1328 Air Wisconsin Flight 578, BAC landed at Milwaukee, WI airport, runway 7R, stopped hard and blew a tire. About 70 people were deplaned and bussed to terminal. No emergency, damage or injuries were reported.
[MILWAUKEE ATCT/VERCAMMEN]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

On 7/11/02 N5061G, C310 was cleared for visual approach and was cleared to land runway 6, Jackson, MI Airport. About mid filed at 0900 CDT, aircraft made hard right, wing hit ground and cart wheeled. There were no injuries to the three persons on board.
[JACKSON ATCT/VERCAMMEN]

On 7/11/02 N172SP, C-172 was seen by another aircraft going down 10 miles SE of Detroit, MI into the Detroit River at 1250 CDT. USCG was called and recovered the 2 people on board with no reported injuries. Aircraft damage is unknown. No damage on river or ground.
[LANSING ATCT/VERCAMMEN]

PILOT DEVIATION

On 7/11/02 at 1350 CDT, a pilot deviation occurred at the Willow Run airport, Ypsilanti, MI. N20155, a C172, crossed the hold short line for runway 5R without a clearance. No other aircraft were involved. See Surface Incidents below.
[WILLOW RUN ATCT/MATHER]

On 7/11/02 at 1453 CDT, a pilot deviation occurred 8 miles northwest of O'Hare at 3,000 feet. N735DV, a C182, entered Class B airspace without a clearance. Separation was lost with American 1955, an F100. The closest proximity was 1 mile lateral.
[O'HARE TRACON/MATHER]

On 7/11/02 at 1453 CDT, a pilot deviation occurred 6 miles northwest of Minneapolis at 1,000 feet. N25LB, a B47G, entered a Presidential TFR without a clearance.
[MINNEAPOLIS TRACON/MATHER]

On 7/11/02 at 1527 CDT, a pilot deviation occurred 6 miles northwest of Minneapolis at 1,400 feet. N611X, an R44, entered a Presidential TFR without a clearance.
[MINNEAPOLIS TRACON/MATHER]

On 7/11/02 at 1612 CDT, a pilot deviation occurred at the Flying Cloud airport, Minneapolis, MN. XBJHE, a BE40, entered runway 9R without a clearance. No other aircraft were involved. See Surface Incidents below.
[FLYING CLOUD ATCT/MATHER]

SURFACE INCIDENTS

On 7/11/02 a vehicle deviation occurred at Pontiac, MI Airport. At 0811 CDT two Ferrari Auto Company cars were intercepted after driving down taxiways "P" and "C". There were no aircraft involved.
[PONTIAC ATCT/VERCAMMEN]

On 7/11/02 at 1350 CDT, a pilot deviation occurred at the Willow Run airport, Ypsilanti, MI. N20155, a C172, crossed the hold short line for runway 5R without a clearance. No other aircraft were involved. See Pilot Deviation above.
[WILLOW RUN ATCT/MATHER]

On 7/11/02 at 1541 CDT, a vehicle deviation occurred at the Rochester airport. Airport 11, a car performing a field check, crossed the hold short line of runway 13 without a clearance. The local controller restated the hold short instructions and the vehicle backed up behind the hold lines. An Avro Jet was on a 2 mile final to runway 13 when the car was behind the hold short lines.
[ROCHESTER ATCT/MATHER]

On 7/11/02 at 1612 CDT, a pilot deviation occurred at the Flying Cloud airport, Minneapolis, MN. XBJHE, a BE40, entered runway 9R without a clearance. No other aircraft were involved. See Pilot Deviation above.
[FLYING CLOUD ATCT/MATHER]

DEATH OF REGIONAL FAA EMPLOYEE

Glenn Peterson was killed in GOV accident on 7/10/02. He was an employee at the Superior SMO office.

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Administrator's Daily Brief Great Lakes Region



Monday, July 15 2002

Name	Routing	Location	Period	Acting
McGowen	AGL-700	Travel	Thru 7/19	Jordan

PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred on 7/12/02 1438 CDT 10 miles west of South Bend, IN at 23,000. American 1554, a B752, climbing southeast bound lost separation with America Trans Air 214, a B752 climbing eastbound. Closest proximity was 900 feet and 4.5 miles.

[CHICAGO ARTCC/KENNEY]

An operational error occurred on 7/13/02 at 1514 CDT 45 miles south of Farmington, MN. Mesaba 3559, a BA 46, and Northwest 212, a DC9 in trail for approach to Minneapolis lost separation at 22,000 feet. Closest proximity was 600 feet and 3 miles. The conflict alert activated.

[MINNEAPOLIS ARTCC/KENNEY]

On 7/14/02 at 0841 CDT, an operational error occurred 7 miles southwest of Flint, MI at 29,200 feet. Aircraft involved were American 2601, an MD80, descending to 28,000 feet and American 269, a B757, level at 31,000 feet. The conflict alert was not activated. The closest proximity was 1,800 feet vertical and 4.0 miles horizontal.

[CLEVELAND ARTCC/PARKER]

COMMERCIAL INCIDENTS

On 7/13/02, Midex 150, a DC9, departed Milwaukee Mitchell, WI for Philadelphia, PA and returned due to an oil pressure light. The aircraft landed at Milwaukee on Rwy 19R at 0753 CDT without incident. Emergency equipment was standing by.

[MILWAUKEE ATCT/PARKER]

On 7/13/02, Mesaba 3105, an SF34, departed Detroit Metro, MI for Charleston, WV. The aircraft declared an emergency and returned due to low pressure in the hydraulic actuator. At 1030 CDT, the aircraft landed at Detroit on Rwy 22L. After landing and coming to a slow roll, the aircraft rolled off the edge of the runway into the sod. Passengers were deplaned via stairs on the runway and bused to the terminal. There were 13 souls on board. No injuries or aircraft damage were reported.

[DETROIT TRACON/PARKER]

On 7/14/02, American 2077, a B757, departed Chicago O'Hare, IL for San Jose, CA and near Des Moines, IA returned due to a fuel line problem. The aircraft landed at O'Hare at 0958 CDT without incident.

[CHICAGO ARTCC/PARKER]

On 7/14/02, Northwest 921, a DC10, departed Minneapolis, MN for Honolulu and returned due to a gear door light. The aircraft landed at Minneapolis on Rwy 30L at 1317 CDT without incident.

[MINNEAPOLIS TRACON/PARKER]

FACILITY EQUIPMENT EVENT

On 7/14/02 at 2245 CDT, Peoria, IL ATCT declared ATC Zero Status due to loss of radar. The facility operated as VFR Tower only.

[PEORIA ATCT/PARKER]

ITEM(s) OF INTEREST

On 7/13/01 at 0305 CDT Fargo ND tower controller observed a car crashing into the airport gate. Unable to get through the gate the car repeatedly rammed the ATCT outer doors crashing through, ending up sideways across the ATCT entrance doorway up to the security doors. The controller called police and Nicholas Yellowbird with an alcohol level of .19 was arrested. Also several cars were damaged. Minneapolis ARTCC took over FAR ATC frequencies. No impact to traffic.

[MINNEAPOLIS ARTCC/MULVIHILL]

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Administrator's Daily Brief Great Lakes Region



Tuesday, July 16 2002

Name	Routing	Location	Period	Acting
McGowen	AGL-700	Travel	Thru 7/19	Jordan
Molinaro	AGL-5	Travel	Thru 7/19	

PRELIMINARY ATS OPERATIONAL ERROR

On 7/13/02 an operational deviation occurred at FL 210 at 1405 CDT 18 miles SW of Rochester, MN. Northwest Airlines Flight 446, B72Q entered sector airspace without handoff coordination. The incident was discovered on 7/15/02.

[MINNEAPOLIS ARTCC/VERCAMMEN]

An operational error occurred on 7/15/02 at 1823 CDT at Minneapolis Flying Cloud Airport. N233MW, a BE40, landed on 27L as a tug pulled a Mooney across the departure end. Closest proximity was 1,700 feet.

[FLYING CLOUD ATCT/KENNEY]

COMMERCIAL INCIDENTS

On 7/15/02 USAir 43, an A320, enroute from Philadelphia to Denver reported fire warnings for both engines 75 miles east of Indianapolis. He diverted to Indianapolis and landed without incident at 1819 CDT. They believe it was a computer problem.

[INDIANAPOLIS ARTCC/KENNEY]

On 7/15/02 Northwest 1623, a DC9, enroute from Minneapolis to Omaha powered down one engine climbing thru 14,000 and returned to Minneapolis landing without incident at 1820 CDT.

[MINNEAPOLIS ARTCC/KENNEY]

PILOT DEVIATION

On 7/15/02 a pilot deviation occurred 5 miles NW of Dryer, OH VOR at 34,400 feet. Chautauqua Airlines Flight 4843, Embraer, descended through assigned altitude and conflicted with USA Flight 892, B733. Closest Proximity was 1,300 ft and 3.75 miles.

[CLEVELAND ARTCC/VERCAMMEN]

N47B, a helicopter, was observed westbound entering the Newport TFR northwest of Terre Haute at 1514 CDT on 7/15/02. The aircraft was tracked to his landing at Jacksonville, IL and identified.

[TERRE HAUTE ATCT/KENNEY]

A pilot deviation occurred at Evansville, IN on 7/15/02 at 1730 CDT. N3353P, a PA24, taxied to runway 36 without calling ground control for clearance. He established communication when he got to the runway.

[EVANSVILLE ATCT/KENNEY]

A pilot deviation occurred at Evansville, IN on 7/15/02 at 1733 CDT. N3353P, a PA24, was on take off roll on runway 36 when AJI 132, a LR24, taxied across the runway after being told to hold short. N3353P stopped his aircraft and turned off on a taxiway. Closest proximity was 500 feet.
[EVANSVILLE ATCT/KENNEY]

RUNWAY INCURSIONS

A pilot deviation/runway incursion occurred at Evansville, IN on 7/15/02 at 1733 CDT. N3353P, a PA24, was on take off roll on runway 36 when AJI 132, a LR24, taxied across the runway after being told to hold short. N3353P stopped his aircraft and turned off on a taxiway. Closest proximity was 500 feet.
[EVANSVILLE ATCT/KENNEY]

SURFACE INCIDENTS

A pilot deviation occurred at Evansville, IN on 7/15/02 at 1730 CDT. N3353P, a PA24, taxied to runway 36 without calling ground control for clearance. He established communication when he got to the runway.
[EVANSVILLE ATCT/KENNEY]

ITEM(s) OF INTEREST

On 7/14/02 at 1630 CDT a sky diver was fatally injured at Ottawa, IL. The chute had opened properly and the jumper maneuvered to make a water landing in a pond. He struck the surface at the wrong angle resulting in fatal injuries.
[LASALLE COUNTY SHERIFF/KENNEY]

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Administrator's Daily Brief Great Lakes Region



Wednesday, July 17 2002

Name	Routing	Location	Period	Acting
McGowen	AGL-700	Travel	Thru 7/19	Jordan
Molinaro	AGL-5	Travel	Thru 7/19	

PRELIMINARY ATS OPERATIONAL ERROR

On 7/15/02 at 1210 CDT, an operational error occurred over Grand Rapids at 4,000 feet. Separation was lost with Candler 403, a CRJ2, Windy City 3282, an SF34, and Jet Link 3452, an E145. The closest proximity was 0 feet vertical and 2.9 miles lateral.

[GRAND RAPIDS ATCT/MATHER]

COMMERCIAL INCIDENTS

On 7/16/02 Mesaba 3505, a BA46 enroute from Minneapolis to Rochester, returned due to #4 engine shut down. The aircraft landed without incident at 1000 CDT.

[MINNEAPOLIS TRACON/MATHER]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

On 7/16/02 at 0930 CDT, N4866Q, a C188, crashed on take off from a private airstrip 13 miles east of Tolley, ND. The aircraft was to perform an aerial application. The one occupant received minor injuries and the aircraft received substantial damage.

[GRAND FORKS AFSS/MATHER]

ITEM(s) OF INTEREST

The Moline ATCT was evacuated on 7/16/02 at 1031 CDT due to a natural gas leak (a lawn mower struck the gas meter). Chicago ARTCC took control of the airspace. Normal operations resumed at 1112 CDT. There was no ATS impact.

[MOLINE ATCT/MATHER]

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Administrator's Daily Brief Great Lakes Region



Thursday, July 18 2002

Name	Routing	Location	Period	Acting
McGowen	AGL-700	Travel	Thru 7/19	Jordan
Molinaro	AGL-5	Travel	Thru 7/19	

NON-COMMERCIAL FATAL ACCIDENTS:

On 7/18/02 at 0340 CDT, N158GA, a PA60, crashed under unknown circumstances at the Columbus, IN airport. The one occupant received fatal injuries and the aircraft was destroyed in fire.
[IN STATE POLICE/MATHER]

PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred on 7/17/02 at 1045 CDT on runway 18/36, Champaign, IL airport. Controller cleared vehicle to ramp crossing in front of and conflicted with departing aircraft, N4149C, PA28. Closest proximity was 2,300 feet. See surface incident.
[CHAMPAIGN ATCT/VERCAMMEN]

An operational error occurred on 7/17/02 at 1351 CDT when N6399T a C182 doing multi approaches to runway 33 executed a missed approach heading north with Chautauqua 4927 an SF34 eastbound on a visual approach to the airport. CHQ 4927 requested runway 15 and separation was lost behind N6399T due to speed differences at 4,600 feet with the closest proximity of 400 feet and 3.5 miles.
[CLEVELAND ARTCC/MULVIHILL]

An operational error occurred on 7/17/02 at 1834 CDT, 30 miles west of Muskegon MI at FL320. NWA342 a B752 was descending from FL330 to FL290, and stopped at FL320 due to UAL173 a B752 level at FL310. UAL173 was turned to a 240 degree heading and descended to FL290. Closest proximity was 1400 feet and 4.2 miles.
[CHICAGO ARTCC/MULVIHILL]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

On 7/17/02 at 1325 CDT, N29988 a WACO with 3 persons on board was landing on a hard surface with 3 SOB N430DC a KITFOX with one person on board landed on a parallel grass strip. N430DC turned onto the hard surface runway as N29988 was rolling out. The aircraft ended up nose to tail with both left sides damaged. Minor injuries possible to 2 persons in N29988 with substantial damage to both aircraft. Also a runway incursion.
[CINCINNATI FSDO/MULVIHILL]

SURFACE INCIDENTS

An operational surface incident occurred on 7/17/02 at 1045 CDT on runway 18/36, Champaign, IL airport. Controller cleared vehicle to ramp crossing in front of and conflicted with departing aircraft, N4149C, PA28. Closest proximity was 2,300 feet. There was no miscommunication on the part of the vehicle. See operational error.
[CHAMPAIGN ATCT/VERCAMMEN]

On 7/17/02 at 1325 CDT, N29988 a WACO with 3 persons on board was landing on a hard surface with 3 SOB N430DC a KITFOX with one person on board landed on a parallel grass strip. N430DC turned onto the hard surface runway as N29988 was rolling out. The aircraft ended up nose to tail with both left sides damaged. Minor injuries possible to 2 persons in N29988 with substantial damage to both aircraft. Also a non-commercial accident.
[CINCINNATI FSDO/MULVIHILL]

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Administrator's Daily Brief Great Lakes Region



Friday, July 19 2002

Name	Routing	Location	Period	Acting
McGowen	AGL-700	Travel	Thru 7/19	Jordan
Molinaro	AGL-5	Travel	Thru 7/19	

PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred on 7/18/02 at 0616 CDT 12 miles east of Oshkosh, WI. Skyway-X 1230, a BE1900, southbound to Milwaukee and Options 494, a BE40, climbing off of Appleton lost separation at 16,000 feet. Closest proximity was 900 feet and 2 miles.

[CHICAGO ARTCC/KENNEY]

COMMERCIAL INCIDENTS

On 7/18/02 USAir 705, a B733, enroute from Pittsburgh to St Louis diverted to Indianapolis with an unspecified problem landing without incident at 0945 CDT.

[INDIANAPOLIS ARTCC/KENNEY]

On 7/18/02 Spirit Wings 874, MD80, enroute from Detroit to Los Angeles diverted to O'Hare with an electrical problem and landed 27L without incident at 1007 CDT. The aircraft landed over weight and tires were checked after landing before proceeding to the ramp.

[CHICAGO ARTCC/KENNEY]

On 7/18/02, Execjet 874, a H25B, departed Indianapolis, IN for Providence, RI and returned due to a cabin pressure problem. The aircraft landed at Indianapolis at 1853 CDT without incident.

[INDIANAPOLIS ARTCC/PARKER]

On 7/18/02, Blue Ridge 6148, a J328, enroute from Port Columbus, OH to LaGuardia, NY, diverted to Covington, KY, due to an unspecified maintenance problem. The aircraft landed at Covington at 1906 CDT without incident.

[INDIANAPOLIS ARTCC/PARKER]

On 7/18/02, United 1510, an A320, departed Chicago O'Hare, IL for Providence, RI and returned due to a hydraulic problem. The aircraft landed at O'Hare on Rwy 9R at 1946 CDT without incident. Emergency equipment was called out.

[O'HARE ATCT/PARKER]

On 7/18/02, Northwest 215, a DC9, aborted takeoff at Minneapolis, MN on Rwy 12R due to an engine vibration. The runway was closed from 1956 CDT to 2013 CDT. The aircraft was towed back to the gate with passengers on board.

[MINNEAPOLIS ATCT/PARKER]

MILITARY ACCIDENTS/INCIDENTS:

On 7/18/02, UPSET44, a C135, departed Milwaukee Mitchell, WI and over Lansing, MI reported the number one engine shut down due to an oil pressure warning light. The aircraft returned and landed at Milwaukee on Rwy 1L at 2131 CDT without incident. Emergency equipment was called out.
[CLEVELAND ARTCC/PARKER]

PILOT DEVIATION

On 7/18/02 at 1211 CDT, a pilot deviation occurred 11 miles southeast of Jackson, MI at 24,000 feet. N66KA, a BE90, IFR, climbed above assigned altitude of 23,000 feet. There was no loss of separation.
[CLEVELAND ARTCC/PARKER]

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Administrator's Daily Brief Great Lakes Region



Monday, July 22 2002

Name	Routing	Location	Period	Acting
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COMMERCIAL FATAL ACCIDENTS:

N12KA (Image Air), Beech King Air 90, IFR departed the Bloomington-Normal Airport, Bloomington, Illinois enroute to the Cable Union, Wisconsin Airport, the aircraft climbed to 500 feet, veered hard left, crashed and burned 1.5 miles southeast of the airport at 1026 CDT on 07/21/02. There were two persons on board, both received fatal injuries. The aircraft was destroyed (fire).

[BLOOMINGTON ATCT/HANDSCHIEGEL]

PRELIMINARY ATS OPERATIONAL ERROR

On 7/20/02 at 1719 CDT, an operational error occurred 10 miles northeast of the Lansing, MI VOR at 28,300 feet. Aircraft involved were US Air 2198, a B737 and American 1237, an F100. The conflict alert was activated. The closest proximity was 700 feet vertical and 3.4 miles horizontal.

[CLEVELAND ARTCC/PARKER]

On 7/21/02 at 1927 CDT, an operational error occurred near the Johnstown, PA VOR at 34,200 feet. Aircraft involved were N95SJ, a GLF2 and TURBO 15, a KC135. The conflict alert was activated. The closest proximity was 1,100 feet vertical and 1.4 miles horizontal.

[CLEVELAND ARTCC/PARKER]

An operational error occurred 35 miles northwest of the Joliet, Illinois VORTAC at 17,000 feet at 2255 CDT on 07/21/02. Aircraft involved were American Airlines Flight 5170, MD-80, a westbound departure off O'Hare Airport and American Trans Air Flight 270, B-738, a westbound departure off Midway Airport. Conflict alert activated. Closest proximity was 200 feet vertical and 4.6 miles horizontal.

[CHICAGO ARTCC/HANDSCHIEGEL]

COMMERCIAL INCIDENTS

Northwest Airlines Flight 127, DC-9, enroute from O'Hare Airport to Minneapolis, the pilot declared an emergency 35 miles west of Rochester at 0843 CDT on 07/21/02, due number one engine shut down. The aircraft landed at the Minneapolis Airport on runway 30L at 0901 CDT, without incident. Emergency equipment was at the runway.

[MINNEAPOLIS ARTCC/HANDSCHIEGEL]

American Airlines Flight 1257, FK-100, inbound to O'Hare Airport the pilot advised that the number one hydraulic system failed. The aircraft landed at O'Hare Airport on runway 27L at 1146 CDT on 07/21/02, without incident. Emergency equipment was at the runway.

[O'HARE ATCT/HANDSCHIEGEL]

On 7/20/02 at 1654 CDT, a pilot deviation occurred 5 miles south of the Carleton, MI VOR at 7,500 feet. N5452V, a C210, VFR, violated Class B Airspace. As a result several departures were stopped at 7,000 feet and Northwest 1123 had a TCAS resolution. It is currently unknown if there was a loss of separation.
[DETROIT METRO TRACON/PARKER]

On 7/21/02 at 1315 CDT, a pilot deviation occurred 7.9 miles northeast of Gary, IN at 2,500 feet. N39070, VFR, violated Airshow Waivered Airspace (TFR). There was no loss of separation.
[CHICAGO TRACON/PARKER]

On 7/21/02 at 1315 CDT, a pilot deviation occurred 8 miles northeast of Gary, IN at 2,500 feet. N80837, VFR, violated Airshow Waivered Airspace (TFR). There was no loss of separation.
[CHICAGO TRACON/PARKER]

On 7/21/02 at 1518 CDT, a pilot deviation occurred 7 miles northeast of Gary, IN at 5,000 feet. N157MA, a MU2, VFR, violated Airshow Waivered Airspace (TFR). No loss of separation was reported.
[CHICAGO TRACON/PARKER]

On 7/21/02 at 1536 CDT, a pilot deviation occurred 10 miles southeast of Burlington, IA VOR at 11,400 feet. N771SG, a C90, climbed above assigned altitude of 11,000 feet and lost separation with N99GE, a T2. The closest proximity was 600 feet vertical and 1.75 miles horizontal.
[CHICAGO ARTCC/PARKER]

On 7/21/02 at 1704 CDT, a pilot deviation occurred 21 miles northwest of Terre Haute, IN VOR at 1,900 feet. G23856, 2/UH60 Helicopters, violated the Newport TFR Airspace. There was no loss of separation.
[TERRE HAUTE ATCT/PARKER]

SURFACE INCIDENTS

On 7/19/02 at 1400 CDT at Jackson MI airport a motorhome was observed driving on active taxiway A. Taxiway B was NOTAM'd closed due to a Hot Air Jubilee at the airport. Several motorhomes are parked in a grass area adjacent to but well clear of Taxiway. No loss of separation occurred.
[JACKSON ATCT/MULVIHILL]

ITEM(s) OF INTEREST

On 7/21/02, LaCrosse, WI ATCT was on ATC Zero Status from approximately 1530 CDT to 1615 CDT, due to loss of commercial power. The facility had no air conditioning and was temporarily closed. During this period, Minneapolis ARTCC took over the airspace.
[LACROSSE ATCT/PARKER]

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Administrator's Daily Brief Great Lakes Region



Tuesday, July 23 2002

Name	Routing	Location	Period	Acting
Alles	AGL-600	Leave	Thru 7/29	Ladendorf

PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred 30 miles southeast of the Buffalo, New York VOR at 31,000 feet at 2100 CDT on 07/22/02. Aircraft involved were US Check Airlines Flight 151, Lear Jet 35, northwest bound at 33,000 feet, cleared to descend to 28,000 feet (clearance meant for US Check 451) and Airborne Express Flight 123, DC-9Q, southwest bound at 31,000 feet. Conflict alert activated. Closest proximity was 1,400 feet vertical and 2.468 miles horizontal. [CLEVELAND ARTCC/HANDSCHIEGEL]

COMMERCIAL INCIDENTS

On 7/22/02 Delta 1224, an MD80 enroute from Cincinnati to Kansas City, returned due to an engine shut down. The aircraft landed without incident at 1243 CDT. [INDIANAPOLIS ARTCC/MATHER]

Federal Express Flight 1653, B-727Q, enroute from Atlanta to Indianapolis, the pilot advised of an engine problem 60 miles south of Louisville-Standiford at 2351 CDT on 07/22/02 and diverted to Louisville-Standiford. The aircraft landed at the Louisville-Standiford Airport at 0006 CDT on 07/23/02, without incident. [INDIANAPOLIS ARTCC/HANDSCHIEGEL]

MILITARY ACCIDENTS/INCIDENTS:

On 7/22/02, GRYHK 05, an E2, enroute from Offutt AFB Omaha, NE to Norfolk NS, VA diverted to Peoria, IL due to loss of the starboard engine. The aircraft landed at Peoria at 1715 CDT without incident. [CHICAGO ARTCC/PARKER]

PILOT DEVIATION

On 7/19/02 at 1415 CDT, a pilot deviation occurred over Danville, IL at 17,100 feet. Execjet 936, a C750, descended below the assigned altitude of FL180. Separation was lost with United 9174, a B735. The closest proximity was 0 feet vertical and 4.0 miles lateral. [CHICAGO ARTCC/MATHER]

On 7/22/02 at 0940 CDT, a pilot deviation occurred over Cleveland at 4,500 feet. CGPQU, a PA44, entered class B airspace without a clearance. No loss of separation occurred. [CLEVELAND ATCT/MATHER]

On 7/22/02 at 0947 CDT, a pilot deviation occurred 23 miles northwest of Terre Haute at 4,500 feet. N244AC, an AC50, violated the Newport TFR. No loss of separation occurred. [TERRE HAUTE ATCT/MATHER]

On 7/22/02 at 1126 CDT, a pilot deviation occurred 8 miles west of Columbus, IN at 7,000 feet. N7496P, a PA24, entered restricted airspace without a clearance. No loss of separation occurred.
[INDIANAPOLIS TRACON/MATHER]

SURFACE INCIDENTS

On 7/22/02 at 1856 CDT, a vehicle deviation occurred at Flying Cloud Minneapolis, MN. A fuel truck crossed Rwy 36 at the approach end without a clearance. There was no loss of separation.
[FLYING CLOUD ATCT/PARKER]

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CH-10: AT&T Skynet Satellite IVT



Administrator's Daily Brief Great Lakes Region



Wednesday, July 24 2002

Name	Routing	Location	Period	Acting
Alles	AGL-600	Leave	Thru 7/29	Ladendorf

PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred on 7/23/02 at 0650 CDT at 31,000. Southwest 1835, a B737, westbound at 31,000 feet and Fedex 3278, a B72Q, southbound also at 31,000 converged and separation was lost over Indianapolis, IN. Conflict alert activated. Closest proximity was 1,000 feet and 3.6 miles.
[INDIANAPOLIS ARTCC/KENNEY]

An operational error occurred on 7/23/02 10 miles west of the Indianapolis VOR at 1646 CDT. N14AH, a C210, westbound at 6,000 feet conflicted with N117H, an MU2, climbing to 6,000. Closest proximity was 100 feet vertical and ½ mile horizontal. Conflict alert activated.
[INDIANAPOLIS TRACON/KENNEY]

An operational error occurred on 7/23/02 40 miles northwest of Columbus, OH at 29,000 feet. USAir 93, an A321, climbing lost separation with Air 500 Limited (Boomerang) 800, a C550, level at 29,000. Conflict alert activated. Closest proximity was 800 feet vertical and 2 miles horizontal.
[INDIANAPOLIS ARTCC/KENNEY]

BOMB THREATS

A nonspecific bomb threat was received on the Cleveland ATCT security company cell phone voice mail. The ATCT and TRACON were evacuated except for non-essential personnel on 7/23/02 from 1058 – 1200 CDT. Air traffic was at a reduced rate during the evacuation.
[DETROIT CASFO/MULVIHILL/MATHER]

PILOT DEVIATION

On 7/23/02 N71DM a Lancair was observed at 18,200 feet VFR over the Akron OH VOR at 0800 CDT. The target was tracked to Angola IN and identified.
[CLEVELAND ARTCC/MULVIHILL]

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Administrator's Daily Brief Great Lakes Region



Thursday, July 25 2002

Name	Routing	Location	Period	Acting
Woods	AGL-400	Travel	Thru 7/26	McGowan
Alles	AGL-600	Leave	Thru 7/29	Ladendorf

PILOT DEVIATION

A pilot deviation occurred on **7/12/02** at Willow Run Airport, Belleville, MI at 1525 CDT. N723HP, an SR22, taxied out and crossed the runway safety area at the approach end of 23R without clearance. There were no other aircraft involved and loss of separation.

[WILLOW RUN ATCT/KENNEY]

SURFACE INCIDENTS

A pilot deviation occurred on **7/12/02** at Willow Run Airport, Belleville, MI at 1525 CDT. N723HP, an SR22, taxied out and crossed the runway safety area at the approach end of 23R without clearance. There were no other aircraft involved and loss of separation.

[WILLOW RUN ATCT/KENNEY]

DEATH OF REGIONAL FAA EMPLOYEE

On 7/23/02 Ronald Weiland from PNM AFSS died and is survived by his children.

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Administrator's Daily Brief Great Lakes Region



Friday, July 26 2002

Name	Routing	Location	Period	Acting
Woods	AGL-400	Travel	Thru 7/26	Williams
Alles	AGL-600	Leave	Thru 7/29	Ladendorf

PRELIMINARY ATS OPERATIONAL ERROR

On 7/25/02 at 2140 CDT an operational error occurred at 31,000 feet 30 miles east northeast of Henderson WV when Federal Express 1235 a A306 southwest bound and Flagship 5865 a CRJ2 southeast bound at FL330 turned for traffic then descended to FL290. Conflict alert activated, Flagship 5865 turned right to a heading of 180 degrees and separation was lost.

[INDIANAPOLIS ARTCC/MULVIHILL]

PILOT DEVIATION

N669DL, a PA32, taxiing at Minneapolis Flying Cloud Airport on 7/26/02 crossed the hold short lines to runway 18 without authorization at 1325 CDT. There was no loss of separation.

[FLYING CLOUD ATCT/KENNEY]

SURFACE INCIDENTS

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[FLYING CLOUD ATCT/KENNEY]

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Administrator's Daily Brief Great Lakes Region



Monday, July 29 2002

Name	Routing	Location	Period	Acting
Alles	AGL-600	Leave	Thru 7/29	Ladendorf

PRELIMINARY ATS OPERATIONAL ERROR

On 7/26/02 at 0955 CDT, an operational error occurred 60 miles northeast of Pocket City Evansville, IN VOR at 37,000 feet. Aircraft involved were Transport 857, a C550 and American 708, a B752. The conflict alert was activated. The closest proximity was 600 feet vertical and 4.5 miles horizontal.

[INDIANAPOLIS ARTCC/PARKER]

An operational error occurred 10 miles east of Kalamazoo, Michigan at 4,000 feet at 1225 CDT on 07/26/02. Aircraft involved were N900AW, Beech Bonanza BE-36, northwest bound at 4,000 feet and N987WU, Cessna 172, on practice approaches. Conflict alert activated. Closest proximity was 0 vertical and 1.87 miles horizontal.

[KALAMAZOO ATCT/HANDSCHIEGEL]

COMMERCIAL INCIDENTS

On 7/26/02, Flagship 5675, a CARJ, departed Minneapolis, MN for Covington, KY and returned due to a pressurization problem. The aircraft landed at Minneapolis at 1150 CDT without incident.

[MINNEAPOLIS TRACON/PARKER]

On 7/26/02, Jetspeed 315, a C560, enroute from Detroit Metro, MI to Houston, TX, diverted to Lunken Cincinnati, OH due to a pressurization problem. The aircraft landed at Lunken at 1044 CDT without incident.

[INDIANAPOLIS ARTCC/PARKER]

ComAir Flight 650, CRJ-1, enroute from Sarasota to Cincinnati, the pilot advised of possible smoke in the cockpit 40 miles north of the Volunteer VORTAC, Knoxville, Tennessee at 1933 CDT on 07/26/02. The pilot advised of smoke in the cockpit at 1937 CDT, requested and was given direct Cincinnati. The aircraft landed at the Cincinnati/Northern Kentucky Airport at 2005 CDT, without incident.

[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

United Airlines Flight 1204, B-733, departed the O'Hare Airport enroute to Pittsburgh, the pilot declared an emergency 40 miles northwest of South Bend, Indiana at 2010 CDT on 07/26/02, due APU fire warning light and returned to O'Hare. The aircraft landed at the O'Hare Airport on runway 27L at 2025, without incident. Emergency equipment was at the runway.

[CHICAGO ARTCC/HANDSCHIEGEL]

Atlantic Coast Airlines Flight 401 (United Express), CRJ-2, inbound to the Quad City Airport, Moline, Illinois the aircraft was given a go-around at 1534 CDT on 07/27/02, due to another aircraft on runway 27 (that was unable to clear the runway due to construction). The aircraft landed at the Quad City Airport on runway 27 at 1539 CDT, without incident.

[MOLINE ATCT/HANDSCHIEGEL]

United Airlines Flight 1289, A-320, enroute from Indianapolis to O'Hare Airport, the pilot declared an emergency 15 miles southeast of the Chicago Heights VORTAC at 1520 CDT on 07/27/02, due to an abnormal brake light indication. The aircraft landed at O'Hare Airport on runway 14L at 1533 CDT, without incident. Emergency equipment was at the runway.

[CHICAGO ARTCC/HANDSCHIEGEL]

US Check Airlines Flight 195, Lear jet 35, departed the Port Columbus Airport enroute to Bedford, the pilot advised of a landing gear problem 20 miles northeast of Columbus at 1801 CDT on 07/27/02 and returned. The aircraft landed at the Port Columbus Airport at 1815 CDT, without incident.

[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

American Trans Air Flight 402, L-1011, inbound to the Indianapolis Airport the pilot declared an emergency on the downwind for runway 23R at 2118 CDT on 07/28/02, due slats failed. The aircraft landed at the Indianapolis International Airport on runway 23R at 2125 CDT, without incident. Emergency equipment was at the runway.

[INDIANAPOLIS ATCT/HANDSCHIEGEL]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

N220VE, Velocity Elite RG (homebuilt), landed at the Kenosha Regional Airport, Kenosha, Wisconsin on runway 06L at 1610 CDT on 07/26/02 nose gear up. No injuries to the one person on board. Aircraft damage minor.

[KENOSHA ATCT/HANDSCHIEGEL]

N1841Q, Cessna Cardinal, landed at the Harbor Springs Airport, Harbor Springs, Michigan on runway 28 at 1920 CDT on 07/26/02 gear up. No injuries to the one person on board. Aircraft damage minor.

[LANSING AFSS/HANDSCHIEGEL]

On 7/26/02 at 0930 CDT, a general aviation accident occurred in Malta, IL. N2326S, an Air Tractor (301D), landed in a corn field after the engine quit. The pilot, the sole occupant, received serious injury and the aircraft was substantially damaged.

[DEKALB COUNTY SHERIFF/PARKER/HANDSCHIEGEL]

On 7/27/02 at 1345 CDT, N2867W, an Aerostar International S77A-3002 balloon, crashed at the Custer State Park, Custer, SD. 3 of the 9 occupants received serious injuries. Damage to the balloon is unknown.

[CUSTER, SD SHERIFF DEPT/MATHER]

On 7/27/02 at 1200 CDT, N756CS, a C182, experienced smoke and fire in the cockpit and crashed in Copemish, MI. All 3 occupants received serious injuries and the aircraft was destroyed.

[LANSING AFSS/MATHER]

NEAR MID-AIR COLLISION REPORT

On 7/26/02 at 0854 CDT, a near mid-air collision occurred near St. Charles, IL at 1,900 feet. N242MJ, a LJ35, on approach for Rwy 10 at Chicago DuPage, IL Airport, reported near mid-air with an unknown aircraft. The closest proximity was 100 feet vertical and 100 feet horizontal.

[DUPAGE ATCT/PARKER]

A near mid-air collision occurred 15 miles southwest of the Milwaukee Mitchell Airport at 5,000 feet at 1810 CDT on 07/26/02. Midwest Express Flight 208, DC-9, reported a NMAC with an unidentified aircraft, while inbound to the Milwaukee Mitchell Airport for runway 07R. Closest proximity was 200 feet vertical and ¼ mile horizontal.

[MILWAUKEE MITCHELL ATCT/HANDSCHIEGEL]

BOMB THREATS

On 7/26/02 at 0726 CDT, an anonymous phone call was received by Chicago Police indicating there was a bomb at Midway. The call originated from a cellular phone and could not be traced. A search was conducted at Chicago Midway, IL with negative results.
[CHICAGO POLICE/PARKER]

PILOT DEVIATION

On 7/26/02 at 1124 CDT, a pilot deviation occurred 3 miles northwest of Chicago O'Hare, IL at 2,100 feet. N2644W, an M20, violated Class B Airspace and lost separation with American 153, a B777. The closest proximity was 0 feet vertical and $\frac{3}{4}$ mile horizontal.
[O'HARE ATCT/PARKER]

A pilot deviation occurred 14 miles northwest of the Briggs, Ohio VOR at 13,400 feet at 1435 CDT on 07/26/02. N916RT, Piper Cheyenne, was cleared to maintain 13,000 feet, the aircraft climbed to 13,400 feet and separation was lost with Shuttle America Flight 4483. Closest proximity was 500 feet vertical and 2.25 miles horizontal.
[CLEVELAND ARTCC/HANDSCHIEGEL]

A pilot deviation occurred in the Newport, Indiana TFR (23 miles north of the Terre Haute, Indiana VOR) at 2,600 feet at 1630 CDT on 07/27/02. N9927W, Piper Cherokee, entered the Newport TFR and was tracked to the Sky King Airport, where the aircraft landed and was identified.
[TERRE HAUTE ATCT/HANDSCHIEGEL]

SURFACE INCIDENTS

On 7/25/02 at 2105 CDT, a vehicle deviation occurred at Rochester, MN Airport. Airport 46, an airport pickup truck, instructed to hold short of Rwy 02 instead crossed it and lost separation with N8482S, C182, cleared to land on Rwy 20. The closest proximity was 0 feet vertical and 4,000 feet horizontal.
[ROCHESTER ATCT/PARKER]

FACILITY EQUIPMENT EVENT

The Cleveland Hopkins ATCT went on ATC ALERT at 2110 CDT on 07/28/02, due ARTS failed because of equipment room roof leaking (may loose everything). The Cleveland ARTCC assumed the airspace, the Cleveland Hopkins ATCT operating as a VFR ATCT. Extent of delays unknown at this time. No estimate when facility will be returned to service.
[CLEVELAND ARTCC/HANDSCHIEGEL]

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CH-10: AT&T Skynet Satellite IVT



Administrator's Daily Brief Great Lakes Region



Tuesday, July 30 2002

Name	Routing	Location	Period	Acting
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PRELIMINARY ATS OPERATIONAL ERROR

An operational error occurred 6 miles northwest of Flint, Michigan at 6,000 feet at 1100 CDT on 07/29/02. Aircraft involved were Mesaba Flight 3234, Sf-340, southeast bound cleared to descend to 6,000 feet and N14RM, Cessna Citation 550, southeast bound cleared to descend to 5,000 feet. Conflict alert did not activate. Closest proximity was 0 vertical and 1.24 miles horizontal.

[FLINT ATCT/MULVIHILL/HANDSCHIEGEL]

An operational error occurred 4 miles northeast of the Farmington VORTAC, Farmington, Minnesota at 8,000 feet at 1950 CDT on 07/29/02. Mesaba Flight 2920, SF-340, a southbound departure off Minneapolis climbing to 12,000 feet and Northwest Airlines Flight 1507, A-320, northbound landing Minneapolis, descending to 8,000 feet. Conflict alert activated. Closest Proximity was 300 feet vertical and 2.2 miles horizontal.

[MINNEAPOLIS ATCT/HANDSCHIEGEL]

COMMERCIAL INCIDENTS

Executive Jet Airlines Flight 265, Falcon 20, enroute from Youngstown to Columbus, the pilot advised of a unsafe right main gear indication in the vicinity of Youngstown at 1430 CDT on 07/29/02. The aircraft did several flybys at the Port Columbus Airport, the gear appeared to be down. The aircraft landed at the Port Columbus Airport on runway 28R at 1503 CDT, stopped on the runway and was towed to the gate. Emergency equipment was at the runway.

[COLUMBUS ATCT/HANDSCHIEGEL]

Northwest Airlines Flight 282, A-320, enroute from San Diego to the Detroit Metro Airport, the pilot advised of low fuel over the York VORTAC, York, Kentucky at 1435 CDT on 07/29/02 and diverted to Louisville-Standiford. The aircraft landed at the Louisville-Standiford Airport at 1513 CDT, without incident.

[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

Atlantic Coast Airlines Flight 556, CRJ-2, enroute from Orlando to the Louisville-Standiford Airport at 28,000 feet, the pilot advised of a smoke indicator light from the cargo area 50 miles southwest of London, Kentucky at 1645 CDT on 07/29/02. The aircraft descended to 10,000 feet and continued to Louisville. The aircraft landed at the Louisville-Standiford Airport at 1708 CDT, without incident.

[INDIANAPOLIS ARTCC/HANDSCHIEGEL]

MILITARY ACCIDENTS/INCIDENTS:

VIKNG 47, C-130, enroute from Duluth to Minneapolis, the pilot declared an emergency 60 miles south of Duluth at 1430 CDT on 07/29/02, due to an engine shut down and continued to Minneapolis. The aircraft landed at the Minneapolis International Airport at 1503 CDT, without incident.

[MINNEAPOLIS ARTCC/HANDSCHIEGEL]

PILOT DEVIATION

A pilot deviation occurred over the Newport, Indiana TFR at 1,900 feet at 1400 CDT on 07/29/02. N56391, Maul M5-235 was observed by Terre Haute ATCT southbound entering the TFR. The aircraft contacted the Terre Haute ATCT and was identified.

[TERRE HAUTE ATCT/HANDSCHIEGEL]

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Administrator's Daily Brief Great Lakes Region



Wednesday, July 31 2002

Name	Routing	Location	Period	Acting
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COMMERCIAL INCIDENTS

On 7/30/02, Windy City 3426, an SF34, departed Chicago Midway, IL for Toledo, OH and shortly after departure, returned due to a lost engine. The aircraft landed at Midway on Rwy 31C at 1627 CDT without incident.
[MIDWAY ATCT/PARKER]

On 7/30/02, Jetblue 106, an A320, enroute from Washington Dulles, DC to Long Beach, CA, diverted to Pittsburgh, PA, due to a fuel leak. The aircraft landed at Pittsburgh at 1641 CDT without incident.
[CLEVELAND ARTCC/PARKER]

On 7/30/02, DAHL 142, a B727, departed Minneapolis, MN for St. Louis, MO, and returned due to left main gear warning light. The aircraft landed at Minneapolis on Rwy 30L at 2205 CDT without incident. Emergency equipment was called out.
[MINNEAPOLIS TRACON/PARKER]

On 7/31/02, DAHL 142, a B727, departed Minneapolis, MN for Cincinnati, KY, enroute reported a gear down and locked situation, continued to CVG landing at 0213 CDT without incident. Pilot did not declare an emergency with Indianapolis ARTCC.
[INDIANAPOLIS ARTCC/MULVIHILL]

NON-COMMERCIAL ACCIDENTS/INCIDENTS:

On 7/30/02 NC176H a white standard D-25 biplane lost RPM after takeoff from Pioneer WI airport and put down in a field in Oshkosh WI at 1037 CDT. Five people onboard, one minor injury and substantial damage occurred. No ATC involvement.
[GREEN BAY AFSS/MULVIHILL]

RUNWAY INCURSIONS

On 7/30/02 a runway incursion occurred when a Shamrock fuel truck instructed to hold short, proceeded across a taxiway that intersects a sod runway at 1020 CDT. ATC held the fuel truck short of active runways until traffic landed. No loss of separation.
[CRYSTAL ATCT/MULVIHILL]

FACILITY EQUIPMENT EVENT

On 7/30/02 at 0858 CDT, Flint MI TRACON went ATC ZERO at 0858 CDT due to a RADAR trigger. VFR service continued to be provided, and Cleveland ARTCC worked the IFR traffic. Limited radar returned at 0953 CDT. Service was restored 1030 CDT.
[FLINT ATCT/MULVIHILL]

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