



RECORD OF CORRESPONDENCE

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Aviation Accident Investigator
Central Region

Date: Dec 2, 2013
Person Contacted: Gary Glodowski, flight instructor
NTSB Accident Number: CEN14FA071

Narrative:

Mr. Gary Glodowski provided the following information:

- He was the primary flight instructor for the accident pilot.
- He characterized the accident pilot as a very high achieving, high performance person.
- He was aware that the pilot was an accomplished motorcycle racer and avid motorcycle enthusiast.
- He described the pilot as having a very conscientious attitude, although possessing a “go-go-go” type of personality.
- He recognized that the pilot led a fast-paced, relatively high-stress life, due to a hectic schedule managing his telecommunications business.
- He stated that the pilot intended to utilize the accident airplane, which he co-owned, to accomplish trips in support of his telecommunications business.
- He was concerned that the pilot might try to “push too hard” with respect to weather conditions, fatigue, or airplane maintenance to accomplish a business trip.
- On several occasions, he reminded the pilot that there were many circumstances which would require him to adjust and/or cancel a trip.
- He encouraged the pilot to call him if he was ever in doubt about weather conditions or other flying issues. He attempted to instruct the pilot on “not getting over his head” with respect to flight conditions.

- During an instructional cross country flight in Spring of 2013, ground and horizon references were marginal due to haze. He discussed the weather conditions with the pilot and told him that the flight conditions were “beyond his capabilities” and that he should avoid them.
- He never flew with the accident pilot in actual instrument meteorological conditions.
- Following a cancelled flight during training, he recalled the pilot as being extremely disappointed and being overly focused on accomplishing the flight.
- During preparation for the private pilot practical flight, the accident pilot accomplished simulated instrument work with a vision restricting device. He stated that the pilot struggled with aircraft control initially, but made solid, steady improvement with his simulated instrument flying.
- As the annual inspection on the accident airplane was approaching expiration, he told the pilot that the timing for the flight practical should not be controlled by the expiration of the annual inspection.
- He recommended to the pilot that if the weather was poor on the day of the flight practical, the pilot should drive to the examiner location and accomplish the ground evaluation portion of the practical.
- Following the accident, he learned that the pilot was under additional life stressors. These stressors included a fatality mining accident involving an acquaintance, as well as an inquiry by the Department of Labor into the accident pilot’s business.