

Hatch Craig

From: Tom Sapelak [REDACTED]
Sent: Thursday, December 10, 2015 7:26 AM
To: Hatch Craig
Subject: RE: Piper Archer

Craig

James Austin and myself departed KPTK - KLAN - 4D0 at approx. 5:30pm 12/5/2015. Our flight plan was for me to fly to Lansing and fly the ILS28L then on to 4D0. On approach to 4D0 I activated the pilot controlled lighting and landed. The aircraft was parked and shut down. James and I switched seats and departed. Once airborne I advised to turn left to 180 to clear Lansing inner tier of airspace. James contacted Lansing to request flight following direct Pontiac. Lansing advised Pontiac reporting low vis., fog and mist. James advised ATC he was IFR rated. We opened a IFR flight plan and turned direct PTK. I asked James if he wanted to land at OZW in stead and then call the FBO for direction on what to do. We decided to pick up PTK ATIS when reach OZW and make the call then whether to land at OZW or attempt the ILS 9R at PTK.

We decided to fly the ILS at PTK, if we do not see the runway at the min. for ILS9R at PTK, we will return to OZW and land.

I was concerned about ice, I kept a eye on wing surfaces for ice buildup during the approach. I called out we are passing FAF to James and turned to look at wing. When my vision returned to gauges I told James you are low and left of course. A second later we crashed.

Tom Sapelak

[REDACTED]
Subject: Piper Archer
Date: Wed, 9 Dec 2015 20:56:39 +0000

Hello,

If you could provide me with a statement of what happened ?

Thank you,

Craig Hatch

(mailing address only)
4760 Oakland St., Suite 500
Denver, Colorado 80239

M-F 7:00 to 3:30 Central

[REDACTED]