

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1330L	DATE 12/08/2015
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. James Austin - Pilot-in-Command Private Pilot certificate # [REDACTED]		ROUTING	
		SYMBOL	INITIALS
Inspector Lawrence Ward (Inspector Eric Santana - OJT)		AGL-23	LCW
Inspector Wesley Shartle		AGL-23	WPS
SUBJECT N47480 Accident on 12/5/2015			
DIGEST Mr. James Austin arrived at the EMI FSDO at 1330L on Tuesday, December 8th. Mr. Austin was asked to describe the events of 12/5 from arriving at KPTK prior to flight. Austin obtained a weather briefing (Foreflight) prior to leaving home and knew that the weather at KPTK was forecasted to become IFR after 2000(L). Upon arrival at the airport Austin proceeded to conduct a preflight of the aircraft as well as checking the fuel. The fuel quantity was plenty for the flights that him and Mr. Thomas Sapelak had planned for that night. Mr. Austin commented that he was very familiar with this particular aircraft and had flown many flights with the aircraft. Austin also stated that him and Mr. Sapelak, the other pilot, had been flying together prior and worked well together. Sapelak was working on his instrument rating and the two would practice instrument approaches together. They filed an IFR flight plan to KLAN and 4D0 and departed KPTK at around 1730(L) with Mr. Sapelak flying from the left seat. They flew to LAN and then on to 4D0, where the two swapped seats. Mr. Austin was now the flying pilot for the trip back to PTK. They departed 4D0 VFR and when Austin obtained the PTK ATIS information found out that the airport was IFR. Since the weather was above minimums for the ILS 9R at PTK he thought they would shoot the approach and see if they could see the runway to land. If not, they had (over)			
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Austin was very forthcoming and cooperative. He gave very frank discription of events and answers. Investigating inspectors have determined that a reexamination of the airman's Private Pilot Certificate and Instrument Rating is required.			
DATE 12/08/2015	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]	

DIGEST (CONT)

filed KOZW as an alternate and would proceed there if he had to do a missed approach at PTK.

Mr. Austin said he set up for the approach a good distance away from the airport. He heard the beeps of the localizer identifier and then picked up the localizer and glide slope. There were no issues with the ILS approach signals or the equipment on the aircraft. As the approach commenced Mr. Austin was having trouble viewing the instruments due to the lighting of the instruments. Mr. Austin then stated that he lost it on the ILS and the aircraft was drifting off course. Mr. Austin recalled the first impact of the aircraft hitting something, but it was dark and did not know what it was. After the first impact Mr. Austin may have pushed the power up instinctively to try a go around, but doesn't clearly recall if he did. After the first impact Mr. Austin does not recall the sequence of events until the aircraft came to rest. Mr. Austin was on his right side laying on Mr. Sapelak who was in the right seat. Mr. Austin exited the aircraft and waited for the rescue crew to assist him and Mr. Sapelak. Mr. Austin was transported to McClaren Medical Center Pontiac by WTFD.

Mr. Austin was asked about the Pitot and Carb Heat. He recalled turning the Pitot Heat on prior to the approach. Austin thought that "Tom: turned the Carb Heat on.

Inspector Ward asked Mr. Austin if he was current for flying at night, Mr. Austin did not have an answer. Inspector Ward then asked if he was aware that there was a night currency requirement of three take off and landings to a full stop every 90 days. Mr. Austin said he was not aware of the requirement and had not flown at night since his private pilot training in 2009.

Interview concluded at approximately 1425L.

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1210L	DATE 12/08/2015
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Thomas Sapelak - Passenger N47480 Private Pilot Cert #: [REDACTED]		ROUTING	
		SYMBOL	INITIALS
Barbera Sapelak			
Inspectors Lawrence Ward (Eric Santina - OJT)		AGL-23	LCW
Inspector Wesley Shartle		AGL-23	WPS
SUBJECT N47480 accident on 12/5/2015			
DIGEST Mr. Sapelak arrived at the East Michigan FSDO with his wife. Mr. Sapelak was introduced to the three inspectors. Inspector Ward made a few opening statements and then asked Mr. Sapelak to recall the events of 5 December from the time he and Mr. Austin arrived at PTK for the flight. Mr. Sapelak described his arrival and preflight activities. He stated that weather briefing and flight plans were filed using Foreflight web based commercial service. The original flight was to be from PTK to MOP, to LAN, back to PTK. The aircraft preflight was routine with no observed discrepancies. Mr. Sapelak was in the left seat with Mr. Austin was in the right seat. The flight was intended to be a pleasure flight and night proficiency. The flight received an IFR clearance from KPTK tower. According to Mr. Sapelak, the clearance was direct to KLAN. A discussion between Sapelak and Austin took place regarding the clearance and the omission of KMOP. The two decided to go to KLAN. Both airmen were aware of the current TAF and the potential for IFR conditions at KPTK later that evening. Aircraft departed at approximately 1730L.			
Mr. Sapelak continued to describe a routine flight to KLAN where a practice approach on an IFR clearance took place. The aircraft then continued to 4D0 VFR where it landed (over)			
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Sapelak was very cooperative and helpful in his recollections. No further action recommended at this time for airman.			
DATE 12/08/2015	TITLE Aviation Safety Inspector	SIGNATURE 	

DIGEST (CONT)

without incident. Mr. Austin and Mr. Sapelak changed seats at 4D0. The aircraft departed for KPTK VFR. Shortly after departure, they obtained flight following from LAN Approach. The aircraft continued enroute to KPTK. LAN advised the aircraft that KPTK was now IFR. Sapelak and Austin had a discussion about continuing to KPTK or diverting to KOZW. Austin wanted to continue to KPTK and see if they could see the airport on the approach. The aircraft requested and received an IFR clearance to KPTK from LAN. Sapelak continued to describe flight. Aircraft joined localizer a significant distant from KPTK. They heard the "beep" and noticed the identifier on the nav display. Sapelak could not recall the altitude they joined the approach on. The aircraft continued on the approach. Sapelak stated he was concerned about icing. He looked outside with a flash light for icing. Noticed none. When he looked back in, he observed the aircraft low and left of course. He told Austin that your low and left of course. A second later the aircraft made first impact. Mr. Sapelak does not recall the impact sequence after the first impact.

Once the aircraft came to rest, he exited the aircraft. He assisted Austin out of the aircraft. Sapelak stated he then called 911. After being transferred three times, he hung up. He then noticed the first police car arriving on the scene. He then flashed his flash light at the car and then made contact with the law enforcement officer. Mr. Sapelak was transported to McClaren Medical Center Pontiac by WTFD.

Mr. Sapelak was asked if Pitot and Carb Heat were used. Sapelak stated he turned the Pitot Heat on himself. He then stated: "No, I turned the Carb Heat on..." He recalled the Pitot Heat was already on. He was then asked if he recalled any difficulties or abnormalities with the localizer or glide slope. He did not recall any problems with either.

Inspectors then took Mr. Sapelak through the scene photographs and described the impact sequence and photos to him. Sapelak was asked if the photos jogged his memory at all on anything else. He wasn't able to add anything further.

The interview concluded at approximately 1315L.