

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE January 30, 2017	REPORT NO. LAN-ATCT-0106				
		REPORT OF AIRCRAFT ACCIDENT					
1. AIRCRAFT IDENTIFICATION AND TYPE N525PZ, C525		2. DATE/TIME OF ACCIDENT (UTC) January 16, 2017; 1659 UTC		3. LOCATION OF ACCIDENT (MANDATORY) Howell, MI; Approximately 1,300 ft. east of the departure end of Runway 13 LATITUDE/LONGITUDE (OPTIONAL) N36 29 22.0000 W098 21 37.0000			
4. NATURE OF ACCIDENT Pilot was unable to maintain control of aircraft after landing. Aircraft skidded off the runway end.			5. TYPE OF FLIGHT IFR Flight Plan				
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	[REDACTED]	Pilot	Botavia, NY		X		
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT 1	NUMBER UNINJURED 0	NUMBER INJURED 1	NUMBER FATALITIES 0		
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Unknown				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT HOWELL METAR - 1654 UTC: automated, wind one three zero at four knots, visibility three statute miles, light snow, ceiling five thousand five hundred overcast, temperature minus one, dew point minus three, altimeter three zero two eight						
	FIRST REPORT SUBSEQUENT TO ACCIDENT HOWELL METAR - 1714 UTC: automated, wind one four zero at four knots, visibility three statute miles, light snow, five thousand scattered, ceiling six thousand overcast, temperature minus one, dew point minus two, altimeter three zero two eight						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER <i>/s/</i> Roxanne Speck [REDACTED]							

FAA Form 8020-6 (12-14) Supersedes Previous Edition

Electronic Version

LAN-ATCT-0106

N525PZ



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 24, 2017

REPORT NO.

LAN-ATCT-0106

NAME OF REPORTING FACILITY

Rochester ATCT (ROC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 16, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0000 This summary is produced with information from personnel statements and radar replay. DALR recordings are not available for this time frame due to an outage. Times of event occurrences are not available. N525PZ called ROC Tracon for a clearance to KOZW. The aircraft was cleared as filed, climb to 4,000 feet and was released to depart KGVQ airport. N525PZ reported on ROC radar frequency. The radar controller identified the aircraft, coordinated climbing the aircraft to 10,000 feet with Buffalo Approach controller. The Rochester controller issued N525PZ 10,000 feet and informed the aircraft to contact Buffalo Approach.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 30, 2017

REPORT NO.

LAN-ATCT-0106

NAME OF REPORTING FACILITY

Buffalo ATCT (BUF)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 16, 2017

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UNLESS OTHERWISE SPECIFIED

1557 ROC Approach contacted BUF Approach to coordinate N525PZ and request climb to 10,000 feet.

1558 N525PZ checks in with BUF Approach and given altimeter. BUF Approach instructs N525PZ to contact ZOB.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 19, 2017

REPORT NO.

LAN-ATCT-0106

NAME OF REPORTING FACILITY

Cleveland ARTCC (ZOB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 16, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1559 N525PZ checked on with the Cleveland Center Buffalo Sector Radar Controller (R33) reporting out of 7,600 feet climbing to 10,000 feet. R33 acknowledged the call and instructed N525PZ to climb and maintain FL260.
- 1602 R33 initiated a point out to the Toronto Centre Grimsby Sector Controller.
- 1603 R33 initiated a manual handoff on N525PZ to the Toronto Centre Centralia Sector Controller.
- 1604 R33 instructed N525PZ to contact the next Toronto Centre controller. N525PZ acknowledged the instruction.
- 1621 The Toronto Centre Kitchener Sector Radar Controller called the Cleveland Center Windsor Sector Radar Controller (R21) and provided a radar handoff on N525PZ.
- 1623 N525PZ checked on with R21 reporting out of 19,500 feet descending to 12,000 feet. R21 issued the Selfridge altimeter setting.
- 1624 R21 asked N525PZ to confirm his routing. N525PZ confirmed that R21 had the correct routing.
- 1625 R21 provided a position relief briefing and described the route of flight of N525PZ to the relieving controller.
- 1629 R21 instructed N525PZ to descend to 11,000 feet and the pilot acknowledged the clearance.
- 1631 R21 instructed N525PZ to contact Selfridge Approach Control. N525PZ read back the instruction.

No More Follows

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE 19 January 2017	REPORT NO LAN-ATCT-0106
	NAME OF REPORTING FACILITY Selfridge Approach Control	
14 CHRONOLOGICAL SUMMARY OF FLIGHT (including control or other services provided by ATS facilities, and emergency action taken.) 16 January 2017 All times below are Coordinated Universal Time unless otherwise specified 16:31:20 Selfridge accepted automated handoff on N525PZ from Cleveland Center 16:31:35 Initial contact with N525PZ 16:34:08 Detroit Approach accepted automated handoff on N525PZ from Selfridge Approach 16:34:54 N525PZ instructed to contact Detroit Approach No More Follows		



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 19, 2017

REPORT NO.

LAN-ATCT-0106

NAME OF REPORTING FACILITY

Detroit TRACON (D21)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 16, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1635 N525PZ checks in with Detroit Approach (CRUXX position) descending from eight thousand for six thousand stating that he has the weather at Howell and would like to get set up for the ILS RY13. N525PZ is told to expect the ILS RY13. N525PZ acknowledges. N525PZ is then told to fly present heading and descend and maintain four thousand. N525PZ acknowledges present heading down to four.
- 1639 N525PZ is advised about light to moderate precipitation twelve o'clock and eight miles. N525PZ is also advised that the precipitation gets lighter on the other side of Pontiac. N525PZ acknowledges the information.
- 1640 The CRUXX controller makes a manual handoff on N525PZ to Lansing Approach Control (LAN). Advises that N525PZ would like the ILS RY13 approach and that N525PZ is Lansing's control on contact.
- 1645 The CRUXX controller instructs N525PZ to contact LAN on 118.65. N525PZ acknowledges.
- 1710 Detroit TRACON supervisor receives a phone call from Livingston County 911 about an aircraft that slide off the runway at OZW and burst into flames. Single pilot, conscious, and out of the plane.
- 1711 Detroit TRACON supervisor calls LAN to advise them of the aircraft accident at OZW.
- 1714 LAN calls the CRUXX controller to ask if they have the callsign of the Citation. the CRUXX controller advises that it was N525PZ.
- 1716 The CRUXX position call LAN and advises that D21 had gotten a call from Livingston County 911 but that they didn't have a callsign at the time and that they would be calling D21 back with any other updated information.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

January 30, 2017

REPORT NO.

LAN-ATCT-0106

NAME OF REPORTING FACILITY

Lansing ATCT (LAN)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 16, 2017

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1641 Manual handoff on N525PZ from D21 accepted by LAN Approach.
- 1645 N525PZ makes initial contact with LAN Approach level 4,000 feet, indicates they have the current OZW weather and requesting the ILS 13 approach into OZW. LAN Approach descends N525PZ to 3,000 feet, N525PZ acknowledges the descent instruction.
- 1646 LAN Approach instructs N525PZ to turn right heading 300. N525PZ acknowledges the heading. LAN Approach advises N525PZ to advise IFR cancelation on the current frequency or within 5 minutes after landing. N525PZ acknowledges the instructions.
- 1650 LAN Approach instructs N525PZ to turn left heading 250. N525PZ acknowledges the heading.
- 1651 LAN Approach turns N525PZ to a heading of 160; maintain 3,000 feet and clears the pilot for the ILS 13 approach into OZW.
- 1652 N525PZ acknowledges the instructions for the approach clearance.
- 1653 N525PZ advises LAN Approach that he has OZW insight and will cancel IFR. LAN approach acknowledges the cancelation of IFR, advises no traffic observed between he and OZW, squawk 1200 and to change to advisory frequency. N525PZ acknowledges the instructions. LAN Approach advises D21 to cancel the altitude block at OZW.

No More Follows

Lansing ATCT

Weather Products 1/16/2017 UTC

METAR KOZW 161654Z AUTO 13004KT 3SM -SN OVC055 M01/M03 A3028 RMK AO2 T10071029

METAR KOZW 161714Z AUTO 14004KT 3SM -SN SCT050 OVC060 M01/M02 A3028 RMK AO2 P0001
T10061025

I certify the attached copy of the METARsS originated from the APG-link to
archived weather is an accurate copy of the original.



Michael Snaer
Quality Control Specialist
Lansing ATCT