

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1205	DATE 1-20-2017								
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Peter Zeff - Pilot/owner N525PZ		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="padding: 2px;">SYMBOL</th> <th style="padding: 2px;">INITIALS</th> </tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> </table>		SYMBOL	INITIALS						
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SUBJECT Transcribed from notes of Phone interview on 1-20-17											
DIGEST Flew to Howell to Pick up materials for Company. Nexrad showed Rain. He picked up some Rain Past PTK and flew out of it. AWOs was OK. 8 miles vis, temp -1, winds favoring 13. Shot ILS, made position reports, cancelled IFR when Runway was in sight. Stated he had a plan if Runway was icy he would touchdown test brakes & go around. Saw a Cessna 180 on the right side of the Runway and thought it must be OK if he was going flying. He flew ILS at vect, 103 KTS, and touched down in chevrons. Braking action was nil. He pulled speedbrakes in, raised flaps and added power then the plane veered to the left. He pulled the power back and was along for the ride. He hit the fence nose first and remembers he came to a stop hanging upside down. He undid his seat belt and was helped out of plane. He saw the wings on fire. Was told he walked to ambulance but does not remember.											
CONCLUSION, ACTION TAKEN, OR REQUIRED 											
DATE 1-23-2017	TITLE FLTM EMTI FSDO CL-23	SIGNATURE 									



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region

Record of Telephone Conversation

Person Interviewed: Mark Johnson – Airport Manager

Date: January 18, 2017

Subject: – CEN174LA078

Mr. Johnson stated he was not at the airport when the accident occurred so he did not see the condition of the runway at the time of the accident. He was about 15 miles south and there was a mix of rain and sleet where he was.

He said that he was still getting used to the new NOTAM system and that he had not yet trained his employees on the system. He and two other employees are on the list to issue NOTAMs. Even though he was not at the airport, John, who was there, is one of those approved to issue NOTAMs.

We discussed the need for improvements in the manner in which they inspect the runway and issue NOTAMs. He stated he and the airport staff would be discussing the issues and reviewing their procedures.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region

Record of Telephone Conversation

Person Interviewed: Peter Zelif

Date: January 17, 2017

Subject: – CEN17LA078

Mr. Zelif was in the hospital when this conversation took place. He stated he was doing well and feeling fine. He suffered 2 fractures in his back and a cracked rib during the accident.

He took off from the Genessee Airport and was flying to Howell for business reasons. He stated the accident occurred while he was landing. There was rain in the Pontiac area but not in Howell.

There was a Cessna taildragger, possibly a 180 waiting to takeoff, as he was landing.

He flew the ILS 13 approach and made a smooth touchdown on the numbers. The spoilers were deployed and he tapped on the brakes discovering he had zero braking action. He advanced the power to go-around, but one engine spooled up a little faster than the other and the airplane began to yaw to the left. He pulled the power off and decided it was best to stay on the ground. The airplane traveled off the runway, through a fence and gate. He remembers hanging upside down in the airplane and then being in the ambulance.

He stated the runway was icy and not just wet.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator