

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1500 EDT	DATE ¹⁹ 1-23 - 2017 RDA										
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Nick Proctor, Mayor City of Howell, MI		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%; padding: 2px;">SYMBOL</th> <th style="width: 50%; padding: 2px;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		SYMBOL	INITIALS								
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SUBJECT 1525PZ ACCIDENT AT OZW													
DIGEST Nick was driving westbound on M-59 towards Tooley Rd at about 1150 AM on Jan 16 to attend a Rotary Meeting at the County EMS building at the Airport. As he approached Tooley Rd he saw a gray flash come across Tooley Rd then saw a fireball to his right. He pulled over on to the shoulder of M-59 and saw the airplane roll upside down and stop. He approached the plane with a couple of other people (unknown) and yelled to see if anyone was in the plane. He saw the pilot waving his hand, Pilot was upside down, He and two others opened cabin door and helped the pilot out. He asked if anyone else was in the plane and pilot said he was alone. He kept the pilot talking until EMT's arrived then he went to his meeting. Nick stated that the roads were very slick covered with ice. He said that sleet and freezing rain had started about an hour before.													
CONCLUSION, ACTION TAKEN, OR REQUIRED 													
DATE 1-20-2017	TITLE AGL-23 FAA Front Line Manager	SIGNATURE 											

Sullivan PAM

From: [REDACTED]
Sent: Monday, January 23, 2017 7:50 AM
To: Sullivan PAM
Subject: N525PZ at OZW

Pam,

Witness statement, in a Cessna 185 waiting to cross approach end of runway to go back to shop after doing maintenance.

Rick Anderson

Front Line Manager
General Aviation Airworthiness Unit
East Michigan (Detroit) FSDO
[REDACTED]

From: Jon Gustafson [REDACTED]
Sent: Thursday, January 19, 2017 3:44 PM
To: Anderson, Richard D Jr (FAA)
Subject: Crash at OZW

Rick,

We were just making the turn from the parallel taxiway to the perpendicular taxiway at the approach end of 13 waiting for him to land as we heard on the radio that he was 2 miles out. He then called short final and came in and landed. From what we saw the approach and landing looked normal. I turned my head to tell the guy taxiing the aircraft to get ready to cross the runway when he said look out your window and I saw a thick cloud of smoke off the end of the runway and the aircraft could no longer be seen. I can't speak for the runway itself but the taxiways were definitely icy. If you have any other questions just let me know.

Regards,

John

John Gustafson
Chief Installer
[REDACTED]

 **Preferred**
AVIONICS & INSTRUMENTS

Sullivan PAM

From: [REDACTED]
Sent: Monday, January 23, 2017 7:51 AM
To: Sullivan PAM
Subject: N525PZ at OZW

Pam,

Witness statement, in a Cessna 185 waiting to cross approach end of runway to go back to shop after doing maintenance.

Rick Anderson

Front Line Manager
General Aviation Airworthiness Unit
East Michigan (Detroit) FSDO
[REDACTED]

From: Timothy Dantuma [REDACTED]
Sent: Thursday, January 19, 2017 4:04 PM
To: Anderson, Richard D Jr (FAA)
Subject: RE: OZW Accident

Rick,

While taxiing an aircraft at the run up area of the NW corner of runway 13, I heard the Citation make a call for ILS approach at 4 miles out. I made a 45* turn at the corner to put the ILS approach in the front window and came to a stop to wait for the Citation to land. I brought the Citation up on ADS-B traffic and saw the aircraft on the ILS approach and followed it until it came into sight. I watched the aircraft continue the approach until it crossed in front of me on landing. I can remark that the approach seemed normal and ordinary. I then checked for oncoming taxi traffic and airspace before continuing my own taxi across the runway. Once at the runway, I looked to my right to see if the landing Citation had cleared the runway and saw a fresh burst of black smoke. I remarked to my passenger to look out the window then continued my taxi. Observed conditions were mist/light rain with icing on taxi aircraft and pavement.

Tim Dantuma
Preferred Avionics and Instruments
[REDACTED]

Sullivan PAM

Subject: FW: Aircraft Accident

From: John Jelken [REDACTED]
Sent: Tuesday, January 17, 2017 7:52 PM
To: Anderson, Richard D Jr (FAA)
Cc: Mark Johnson
Subject: Aircraft Accident

On 1-16-17 around 11:46 am I heard on the airport radio an aircraft announce they were on the ILS runway 13, four miles out at Livingston County Airport. A short time later the pilot stated he was on short final runway 13 Livingston County.

I watched as the aircraft touched down prior to taxiway A-2 turnoff. I asked the pilot if he knew where he was going on the Unicom radio.

Looking out the window the aircraft passed by the terminal. As I walked outside to park the aircraft, I noticed it was not at the east end of the runway. From the east I could hear what sounded like jet engines spooling up. A few seconds later there was a loud boom followed by a lot bigger one and a huge cloud of black smoke.

I rushed back into the building, called 911 and the Airport Manager to inform him that an aircraft had just crashed.

John Jelken

Sullivan PAM

From: Matt Dahline [REDACTED]
Sent: Monday, January 16, 2017 3:11 PM
To: Anderson, Richard D Jr (FAA)
Subject: N525PZ Accident

Hi Rick,

Here's my account of what happened:

- I was sitting at my desk in the flight school when I heard a jet landing. I looked out the window to see a jet in his flair maybe a foot or two above the runway. When I saw him I would estimate he was maybe a couple hundred feet past Crosswinds building. I didn't think anything of it and kept working on my computer. A couple seconds later I heard jet thrust. At the time I assumed it was thrust reversers but I remember having a gut feeling that it seemed a bit late for thrust reversers. So I stood up and looked out the window and did not see an aircraft at the end of the runway. After looking for a couple seconds a then saw a fireball. I immediately called 911. My call to 911 was 9:58am on January 16, 2017.

If there's anything else you need from me just let me know.

Also, from some initial research on that tail number, it appears to be owned by Peter H. Zeliff with Zeliff Aviation. I am incredibly thankful that he lived. Seeing the accident I thought there was no way anybody on the plane lived. Looks like he's a grandfather and very involved in his community in Batavia NY. If he needs anything, please let him know that we're here to help.

Matt

Matt Dahline
Executive Director
Crosswinds Aviation
Certified Cirrus Training Center

