



ABERDEEN REGIONAL AIRPORT

10/7/2019

Documentation regarding N6483B, Owner Gerald Selisky.

I received a phone call on October 4, 2019 from APD Officer Michael Hluchy regarding aircraft N6483B. The aircraft was found to be un-airworthy during the annual safety inspection by Aberdeen Flying Service (AFS). Officer Michael Hluchy received a phone call from Mr. Dwight Pladsen the Rapid City SD Flight Standards District Office (FSDO). Officer Hluchy relayed to me that FSDO wants them (APD) to challenge the aircraft owner for a valid Private Pilot Certificate. I told Officer Hluchy that I would call FSDO for more information.

I called FSDO and spoke with Dwight Pladsen. Dwight stated that their office issued the Aircraft Condition Notice FAA Form 8620-1 stating "Aircraft deemed un-airworthy due to numerous un-airworthy findings to include broken or cracked landing gears saddles. Other items as described on work order 1083 at ABR Flying Service. End". There is concern that Mr. Selisky would enter the airfield after hours and fly the aircraft out. Mr. Pladsen stated that the local police department have the authority to challenge Mr. Selisky for his Pilot Certificate, if spotted.

On Monday, October 7 2019, I went to Aberdeen Flying Service to visit with Mr. Mark Caven regarding the aircraft. Mr. Caven stated that they were contacted by Mr. Selisky to perform the 'annual' on the aircraft. Mr. Justin Berkowitz, Director of Maintenance AFS conducted the annual inspection. As soon as the landing gear saddle damage was discovered, Mr. Berkowitz notified Mr. Caven and Mr. Selisky. FSDO was also notified at this time. FSDO issued the aforementioned Aircraft Condition Notice.

I returned to my office to call Mr. Selisky. I asked my Administrative Assistant, Ms. Rhea Ketterling to sit in on the phone call. I placed the call, Mr. Selisky answered. I identified myself, and informed Mr. Selisky that my Administrative Assistant was on the open speaker phone call with me.

Mr. Selisky immediately became very loud (to the point of shouting), and very defensive about his situation. He blamed AFS for grounding his plane. He used profanity throughout the conversation referring to Mr. Caven and myself as [REDACTED]. He referred to Mr. Caven as an [REDACTED] for finding the problem, violating the aircraft, and then giving him an estimate to repair the aircraft.

I explained to him that my purpose for my phone call was to find out his intention for storing the aircraft. I explained that having an aircraft on the ramp makes snow removal very difficult, adds time and expense to move snow from around individual aircraft. He kept shouting that he did not know what he was going to do with it. I asked him if he considered renting hangar space, and that we do have three FBO's. He stated that he would not hangar his aircraft. I also asked Mr. Selisky if he had checked with the other FBO's regarding repair of his aircraft. He did not.

It should be noted that at several points during this phone conversation, Mr. Selisky threatened to sue the City, Mr. Caven and myself. He stated that his lawyer is Mr. Drew Johnson and we would be hearing from him. He stated that he is very rich, and has more money than Mr. Caven and myself combined, so we can expect to be in court.

Again, I stated the purpose for my phone call was simply in the interest of snow removal. He stated that we could plow around it (his aircraft). It is a taxpayer-funded airport and he does not need to remove it. I again stated my need to maintain a safe apron for all users of the airport, and plowing the ramp is a big part in that.

Mr. Selisky stated that I could call the FSDO to get him a temporary permit to fly his airplane to another airport close by. I stated to him that is not my responsibility, he would need to place that call. We ended the call without resolving anything.

I placed a call to the FSDO (Mr. Dwight Pladsen) immediately after ending my call with Mr. Selisky. We discussed the Ferry Permit (only out of my curiosity). Mr. Pladsen stated that his office would not issue a Ferry Permit to Mr. Selisky.

Rich Krokell
Transportation Director
City of Aberdeen SD



ATTENTION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRCRAFT CONDITION NOTICE
(See Privacy Act Statement on Reverse)

Date: October 3, 2019
Place of inspection: Aberdeen, SD

Registration number: N6483B
Serial number: 29683
Make: CESSNA
Model: 172

NOTE. 1. The items listed below (☒ are) (☐ are not) considered to be an imminent hazard to safety. 2. Operation of the aircraft prior to correction (☐ will) (☒ will not) be considered to be in violation of Federal Aviation Regulations. 3. A Special Flight Permit (☒ will) (☐ will not) be required to be issued prior to operation of the aircraft. 4. A Special Flight Permit may be obtained from the office named below.

Aircraft deemed un-airworthy due to numerous un-airworthy findings to include broken or cracked landing gear struts. Other items as described on work order 1043 at ABS Flying Service. END

The owner/lessee copy of this form was ☒ mailed ☐ delivered.

Inspector (signature): Dwight E. Padden
Office address: RAP FSDO, CI-27
Area code/telephone no.: [REDACTED]
Region: [REDACTED]
District: [REDACTED]

FAA Form 8620-1 (8-77) FORMERLY FAA FORM 8300

U.S. GOVERNMENT PRINTING OFFICE: 2004-444-884

PRIVACY ACT
Information on this form is requested under the provisions of the Privacy Act of 1974 (5 U.S.C. 552a). The information is being collected for the purpose of determining the condition of the aircraft and for the purpose of issuing a Special Flight Permit if necessary. The information is being collected for the purpose of determining the condition of the aircraft and for the purpose of issuing a Special Flight Permit if necessary. The information is being collected for the purpose of determining the condition of the aircraft and for the purpose of issuing a Special Flight Permit if necessary.

Seliski

