

Adam M. Gerhardt
Senior Aviation Accident Investigator
Office of Aviation Safety, Eastern Region

Date: 11/4/2022

Subject: ERA23FA048

Contact: Mark Miracle (I35 Airport Manager), Adam Miracle (Son of Mark)

Mr. Adam Miracle is the Airport Manager's son and was located at the I35 airport when this investigator arrived at the airport. Adam was requested to contact the airport manager via telephone, and a conversation between this investigator, Adam Miracle and his father occurred in a conference call at the airport. The following is a summary of what was reported to this investigator:

- Adam Miracle had surveillance footage showing the foggy conditions at the time of the accident. He agreed to provide footage to this investigation.
- Adam Miracle was asked to explain the NOTAMs¹ in effect for the airport, at the time of the accident, with particular detail pertaining to the airport and runway lighting.
- Adam Miracle reported that it was his understanding "the FAA" told the airport manager to shut off all of the airport lights on October 19, 2022.
- At the time of the accident, the airport beacon was OFF and could not have been turned on by the pilot with pilot controlled lighting. It was physically turned off by the airport manager. There were no mechanical or technical problems with the airport beacon, as they would operate if the airport turned them on.
- Adam Miracle reported that the "REILS" (runway end identifier lights) were also OFF. They could not have been activated by the pilot. There were no mechanical or technical problems with the REILS, as they would operate if the airport turned them on.

¹ Notice to Air Mission

- The "VASI" (visual approach slope indicator) was also turned off, as it was recently damaged by a lawn mower.
- Adam Miracle reported that the accident pilot rented a hangar on the field and he worked as a physician in the local area. It was his understanding the pilot commuted to this airport frequently for the past several years.
- Adam Miracle provided an FAA NOTAM Search that included 135 NOTAMs, in which a NOTAM was in effect declaring that "ALL" airport lights were unusable.
- Mark Miracle was asked by this investigator to further explain the status of the lights and what the FAA may have told him.
- Mark Miracle reported that 10-12 years ago, the airport received grant money from the FAA to install airport lighting. A Kentucky State agency would not match the grant funding. The airport lights were to be "day only" lights. He reported that a "photocell" did not get installed, which would have enabled night operation.
- It was his recollection that an FAA employee based out the Memphis area wanted him to turn off all of the lights. On October 19, 2022, he issued a NOTAM declaring all lights were unusable. He believed he was doing this in compliance with what this FAA employee had expressed to him.
- Mark Miracle reported that it was his opinion the "REIL" runway lights, and the "strobes" could have made the difference for the accident pilot's approaches.
- Mark Miracle was asked by this investigator to provide any correspondence from the FAA and him regarding the airport lighting.

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