

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 9:30 AM	DATE 08/29/2013
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Robert Vasques Designated Examiner		ROUTING	
		SYMBOL	INITIALS
SUBJECT Accident involving N225CD			
DIGEST Spoke with Mr. Vasques regarding accident involving N225CD piloted by Mr. Shiv Patil. Mr. Vasques had not seen anything out of the ordinary. Mr. Vasques remembered that Mr. Patil had gotten off course on an ILS and a GPS approach on the first check ride attempt in January 2013. The reexamination had been successful in February 2013. Mr. Vasques stated that Mr. Patil was very nervous on the first flight but more calm on the second. The ground evaluation had been good. Upper air work had been good. Mr. Vasques had not seen any hazardous attitudes exhibited during the checks. the first check had been conducted at Spirit of St Louis Airport and the second had initiated from St Charles Smartt Field. That was the extend of the information Mr. Vasques had to offer on Mr. Patil's performance. He stated that in February Mr. Patil had met the standards of the practical test and was issued the certificate. Mr. Vasques was thanked for his time.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 08/29/2013	TITLE Aviation Safety Inspector		



RECORD OF	<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input checked="" type="checkbox"/> TELEPHONE CALL	TIME	DATE
				9:15 AM	09/03/2013
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION				ROUTING	
Patrick Allyn McKinney [REDACTED]				SYMBOL	INITIALS
314-232-8516					
SUBJECT					
Accident involving N225CD					
DIGEST					
Spoke with Mr. McKinney regarding the instruction he gave to Mr. Shiv K. Patil who was the pilot in command of N225CD on Aug 3, 2013 when it crashed. Mr. Patil was fatally injured during this crash.					
Mr. McKinney stated he had begun working with Mr. Patil in October of 2012. He had not experienced any major challenges. Mr. McKinney believed that Mr. Patil had begun his Instrument training with St. Charles flying service then moved to the St. Louis flying club in Spirit of St. Louis Airport.(KSUS) During the first flight Mr. McKinney observed that Mr. Patil was "behind the aircraft". He stated that Mr. Patil was quick to engage the autopilot. Mr. McKinney stated he worked with Mr. Patil to hand fly the aircraft to increase his skill level and to ensure he had the competence required of an instrument pilot. Mr. McKinney stated that they had not had an opportunity to fly in actual Instrument Meteorological Conditions (IMC). They had done several flights at night though. He had made him manually fly the aircraft. They had done approximately 20 hours of training in preparation for the instrument rating.					
Mr. Mckinney stated he remembered doing retraining on approaches and had flown 2-3 flights					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
DATE	TITLE		[REDACTED]		
09/03/2013	Aviation Safety Inspector		[REDACTED]		

DIGEST (CONT)

after the first attempt at the instrument rating practical examination. Mr. McKinney believed that the trim switch may have caused some issues for Mr. Patil during the check ride in that his inputs would not have been in the desired direction. While pushing forward on the trim switch it may have added left trim as well.

Mr. McKinney stated he did not teach zero zero take offs.

Mr. McKinney did not note any pressure from Mr. Patil to progress without training.

Mr. McKinney stated he had offered to go with Mr. Patil to fly into IMC conditions but had never been asked to do it.

Mr. McKinney stated his time now was approximately 4500 hours total time with about 200 hours in the SR-22

Mr. McKinney currently works for Boeing Aircraft as a software Engineer manager of the F18

Mr. McKinney restated that Mr. Patil wanted to use the autopilot in the aircraft a lot and was overly trusting of the system at the beginning of their training together.

RECORD OF	<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input checked="" type="checkbox"/> TELEPHONE CALL	TIME 12:34 PM	DATE 08/03/2013
-----------	--------------------------------	--	--	------------------	--------------------

NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Kellis Thacher, co-owner of N225CD	ROUTING	
	SYMBOL	INITIALS
SUBJECT N225CD Accident at SUS on 8/3/2013		

DIGEST
 I spoke to Mr. Thacher on 8/3/2013 and he advised me that he was a co-owner of N225CD along with Mr. Shiv Patil and Dan Westen. He stated that he had flown this aircraft on 8/2/2013 from Joplin, MO to SUS and that he had no problems with the aircraft. He stated that Midwest Aviation at SUS had just completed the 24 month certification a few days ago and the aircraft was doing great. He also stated the multi function display (MFD) was replaced a few weeks ago and has been working fine since then. He said when he got back from Joplin yesterday, he had Midwest Aviation top off the fuel which was their (the owners) agreement that the last guy to use the aircraft had to top it off when they were done flying. He said after it was fueled, it put the aircraft back into their hanger.
 Nothing further.

CONCLUSION, ACTION TAKEN, OR REQUIRED

DATE 08/03/2013	TITLE Aviation Safety Inspector
--------------------	------------------------------------



RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 10:00 AM	DATE 08/03/2013
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Chad Fetter			
SUBJECT Witness to N225CD accident on 08/03/2013			
DIGEST Mr. Fetter stated he was driving South on Eatherton road around 5:00a.m. and it was very foggy. He said that he saw an aircraft's blinking lights fly over Eatherton Road and the aircraft appeared to be traveling very fast but looked like it was losing elevation. He said it headed into the trees on the West side of Eatherton and then he saw what he described as a big fire ball. He said he called 911 and then he went into the woods to look for survivors. He said he saw a man that he assumed was the pilot but he was already deceased. He said he yelled out to see if anyone else was around and would answer but no one did. When the police and fire department arrived he gave them a statement and his contact information and then departed the scene.			
End of conversation.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 08/03/2013	TITLE Aviation Safety Inspector		