

Curriculum Segment	Date	Instructor	Hours
Basic Indoctrination	December 12, 2013	Chief Pilot	24.0
Emergency	December 16, 2013	Chief Pilot	4.0
Special Subjects	December 16, 2013	Director of Operations	1.0
Aircraft Ground	December 17, 2013	Chief Pilot	16.0
Flight	December 17, 2013	Director of Operations	8.1
Difference	December 17, 2013	Director of Operations	1.0
Testing and Checking	December 19, 2013	Chief Pilot	2.0

Figure 1. Chart showing 7 training modules, the date of instruction and instructor.

Date	Aircraft	Registration	Route	Flight Duration
November 26, 2013	Cessna 310R	N176BE	PTK to FNT to PTK	0.7 hours
December 3, 2013	Falcon 20	N120RA	CGI to PTK	1.3 hours
December 4, 2013	Falcon 20	N120RA	PTK to RWI	1.4 hours
December 4, 2013	Falcon 20	N120RA	GSP to PTK	1.6 hours
December 5, 2013	Cessna 310R	N176BE	PTK to PHN to PTK	1.3 Hours
December 10, 2013	Cessna 310R	N2643D	PTK to YHM to YIP to MSN to PTK	6.6 Hours
December 12, 2013	Cessna 310R	N2643D	PTK to PTK	1.3 Hours
December 13, 2013	Learjet 35A	N731RA	PTK to HPN to PTK	2.8 Hours
December 16, 2013	Cessna 310R	N176BE	PTK to PTK	1.2 Hours
December 17, 2013	Cessna 310R	N87341	PTK to PTK	1.2 Hours
December 19, 2013	Cessna 310R	N3829G	PTK to MBS to LAN to PTK	1.8 Hours

Figure 2. Table showing entries in pilot's logbook, which includes 11 entries between November 26, 2013, and January 5, 2014.

Time	Avg-W Dir	Avg-W Spd	W-Gust Dir	W-Gust Mag	RVR
1930	151	8	152	10	2,000
1931	149	7	152	10	1,800
1932	149	8	143	11	2,000
1933	144	8	138	11	2,200
1934	145	9	139	10	2,000
1935	147	9	145	10	2,000
1936	148	9	154	11	2,000
1937	144	8	151	8	2,000
1938	141	6	139	8	2,000
1939	141	7	149	10	2,000
1940	140	8	145	10	2,000
1941	140	8	155	10	2,000
1942	143	8	146	10	2,000
1943	143	8	137	9	2,000
1944	136	7	125	8	2,000
1945	135	7	141	9	2,000
1946	141	7	141	7	2,000
1947	146	7	148	10	2,000
1948	146	7	145	7	2,000
1949	143	6	156	9	2,000
1950	142	7	138	9	2,000
1951	139	7	143	8	2,000
1952	138	7	143	9	2,000

Figure 3. Table of surface observations for times surrounding the accident.

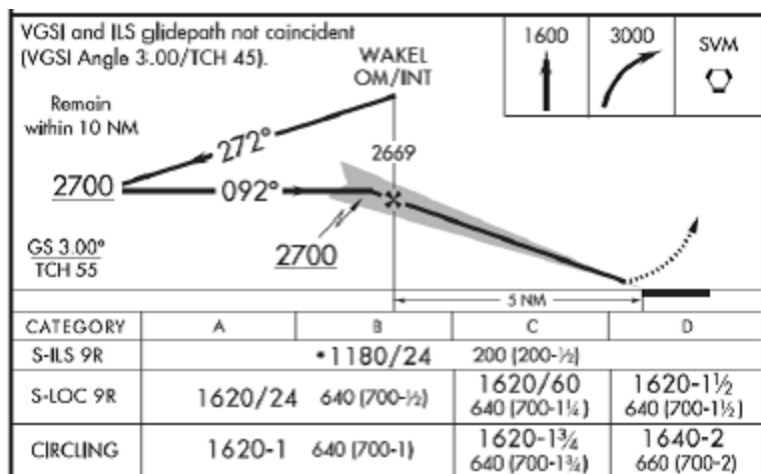


Figure 4: The figure shows the instrument approach chart profile for ILS runway 9R. The minimum descent altitude (MDA) outside the final approach fix (FAF)/outer marker (OM), which is located 5 miles the runway 9R, is 2,700 feet msl.

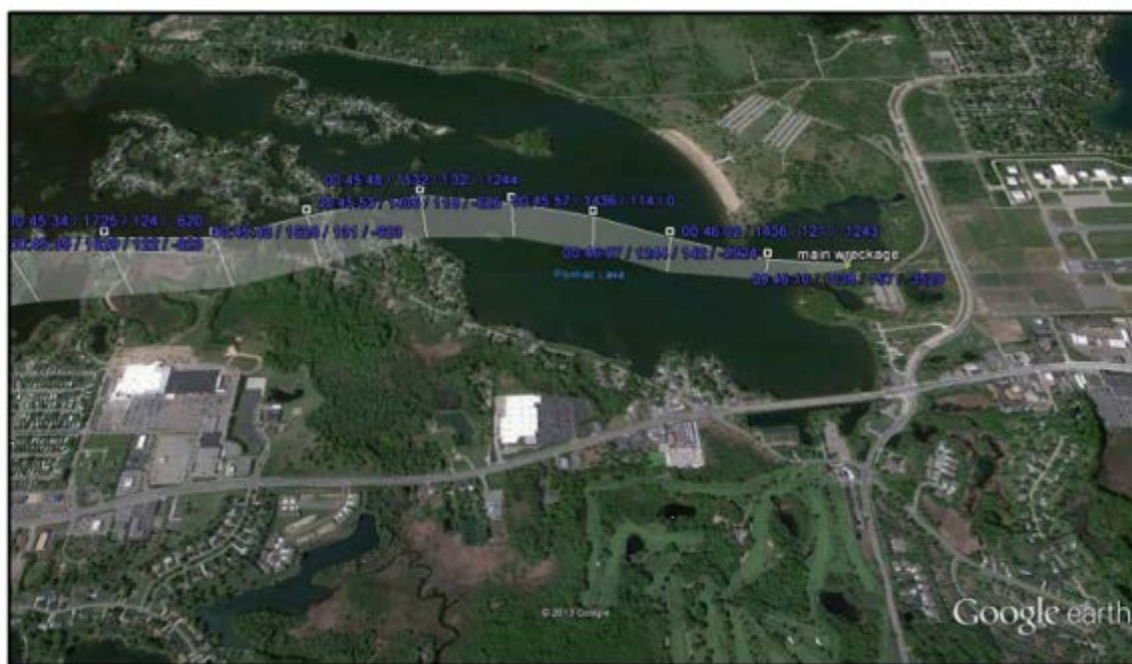


Figure 5: The radar ground track of N3829G shows the approach into PTK with time, msl height, speed in knots, and rate of climb in feet per minute.

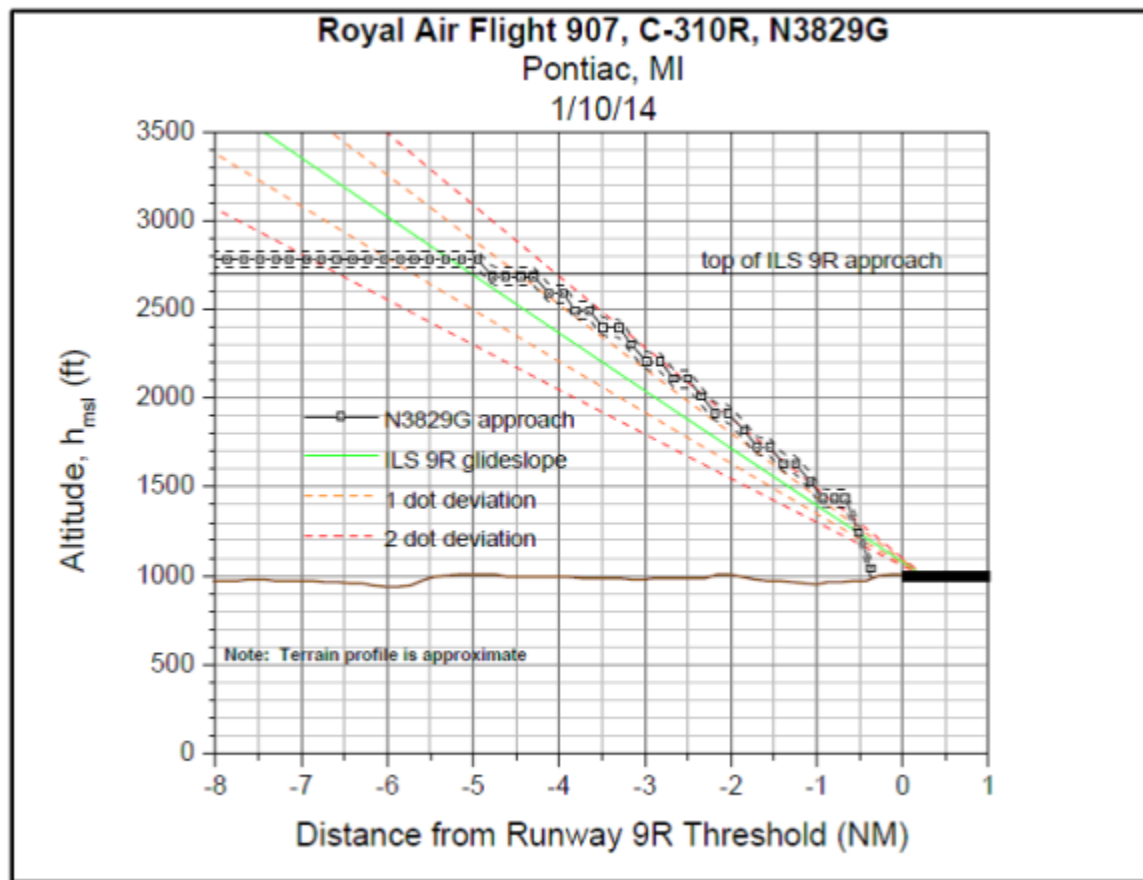


Figure 6: The plot shows N3829G with a one- to two-dot deviation above the glideslope for the ILS 9R approach from about 0.5 nm inbound of the outer marker and about 2,700 feet msl prior to descending below the glideslope about 0.5 nm from runway 9R.

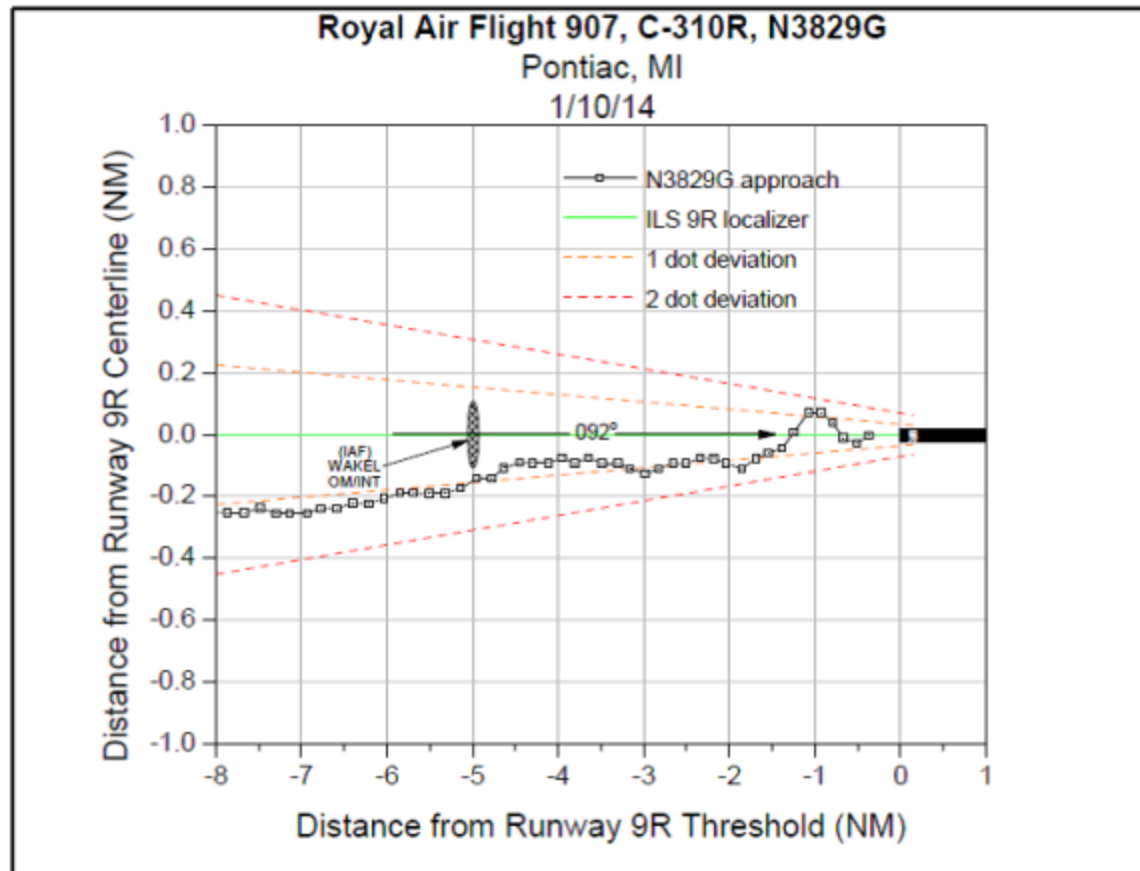


Figure 7: The plot shows N3829G shows a deviation of about one-dot right of the localizer course about 8 nm from runway 9R. The right deviation increased beyond one-dot about 2 nm miles before enter a left deviation of about one-dot.

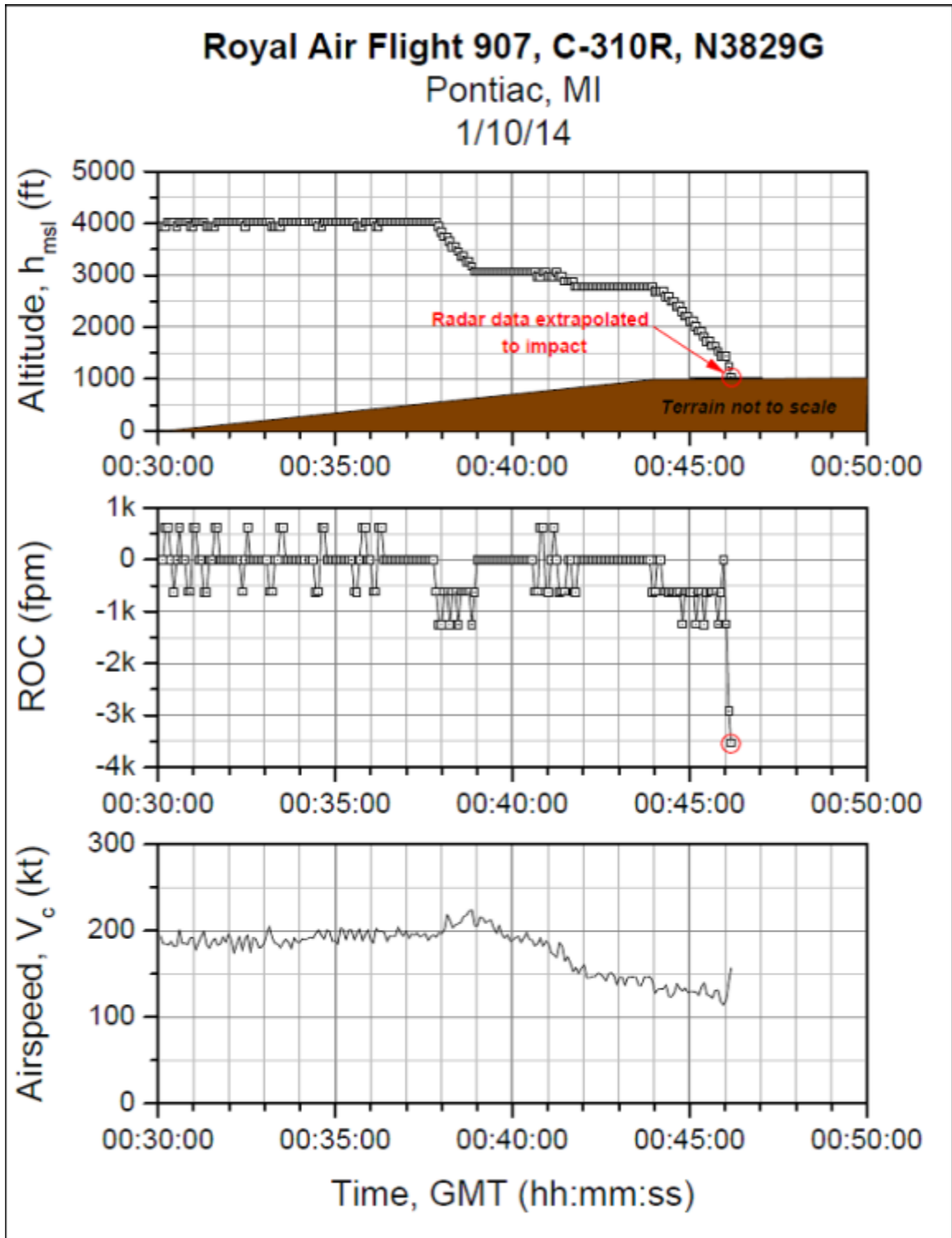


Figure 8: The plot of N3829G shows a calibrated airspeed above 200 knots during a descent for the ILS 9R approach. Upon reaching an altitude of about 2,700 feet the airspeed was about 150 knots and slowed during the approach to about 125 knots.

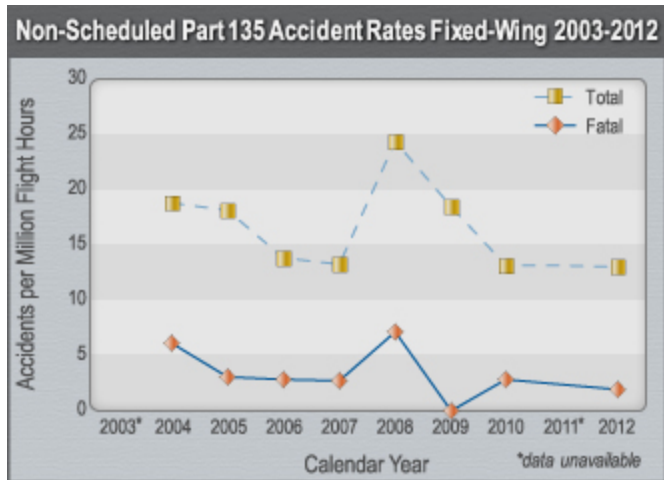


Figure 9: Shows the non-scheduled Part 135 accident rates from 2003-2012 as accidents per million flight hours.