

Department of Transportation
Federal Aviation Administration

Airman Certificate and/or Rating Application

Application Information

Student Recreational Private Commercial Airline Transport Instrument
 Airplane Single-Engine Airplane Multiengine Rotorcraft Balloon Airship Glider Powered-Lift
 Flight Instructor Initial _____ Renewal _____ Reinstatement _____ Additional Instructor Ground Instructor
 Medical Flight Test Reexamination Reissuance of certificate Other

A. Name (Last, First Middle)
FELTEN, WILLIAM MICHAEL

B. SSN (US only)
DO NOT USE

C. Date of Birth
[REDACTED]

D. Place of Birth
SAGINAW MI USA

E. Address
[REDACTED]

F. Citizenship (Citizenship) Specify
 USA Other

G. Do you read, speak, write, & understand the English language?
 Yes No

City, State, Zip Code
SAGINAW MI 48603

H. Height 66 In. I. Weight 140 lbs. J. Hair BROWN K. Eyes HAZEL L. Sex Male Female

M. Do you now hold, or have you ever held an FAA Pilot Certificate?
 Yes No

N. Grade Pilot Certificate
STUDENT PILOT

O. Certificate Number
[REDACTED]

P. Date Issued
11/10/2011

Q. Do you hold a Medical Certificate?
 Yes No

R. Class of Certificate
THIRD CLASS MEDICAL

S. Date Issued
11/10/2011

T. Name of Examiner
GREGORY PINNELL

U. Have you ever been convicted for violation of any Federal or State statutes relating to narcotic drugs, marijuana, or depressant or stimulant drugs or substances?
 Yes No

V. Date of Final Conviction

II Certificate or Rating Applied For on Basis of:

A. Completion of Required Test

1. Aircraft to be used (if flight test required)
1) CE-172-172 2) _____

2a. Total Time in this aircraft/SIM/FTD
1) 67.5 2) _____
SIM) 0.0 FTD) 0.0 hours

2b. Pilot in Command
1) 6.6 2) _____ hours

B. Military Competence Obtained In

1. Service 2. Date Rated 3. Rank or Grade and Service Number

4a. Flown 10 hours PIC in last 12 months in the following Military Aircraft.
4b. US Military PIC & Instrument Check

C. Graduate of Approved Course

1. Name and Location of Training Agency or Training Center 1a. Certification Number

2. Curriculum From Which Graduated 3. Date

D. Holder of Foreign License Issued By

1. Country 2. Grade of License 3. Number

4. Ratings

E. Completion of Air Carrier's Approved Training Program

1. Name of Air Carrier 2. Date 3. Which Curriculum
 Initial Upgrade Transition

III Record of Pilot Time (Do not write in the shaded areas)

	Total	Instruction Received	Solo	Pilot in Command (PIC)	Cross Country Instruction Received	Cross Country Solo	Cross Country PIC	Instrument	Night Instruction Received	Night Takeoff Landings	Night PIC	Night Takeoff Landing PIC	Number of Flights	Number of Aero-Tows	Number of Ground Launches	Number of Powered Launches
Airplanes	97.10	82.70	14.40	PIC 14.40 SIC	6.30	5.10	PIC 5.10 SIC	3.60	4.60	17.00	PIC 0.00 SIC	PIC 0.00 SIC				
Rotorcraft				PIC SIC			PIC SIC				PIC SIC	PIC SIC				
Powered Lift				PIC SIC			PIC SIC				PIC SIC	PIC SIC				
Gliders																
Lighter Than Air																
Simulator																
Training Device																
PCATD																

IV Have you failed a test for this certificate or rating?
 Yes No

V. Applicant's Certification - I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as part of the basis for issuance of any FAA certificate to me. I have also read and understand the Privacy Act statement that accompanies this form.

Signature of Applicant WILLIAM MICHAEL FELTEN E-SIGN Date 08/08/2013 08:52:09 AM

T & G FLYING CLUB, INC.
MEMBERSHIP APPLICATION
(please print or type)

Member #: _____

PERSONAL

Name: William Michael Felten
Address: [REDACTED]
Saginaw, MI, 48603
Phone: Home ([REDACTED])
Work ([REDACTED])
E-mail [REDACTED]
Cell [REDACTED]
Pager _____
Date of Birth: Sept 14, 1994
Social Security #: [REDACTED]
Drivers License #: [REDACTED]

Emergency Contact: Jennifer Felten
Relation to Applicant: Mother
Address: [REDACTED]
Saginaw MI, 48603

Phone: Home [REDACTED]
Cell Work [REDACTED]

Pilot Certificate #: Pending

EMPLOYMENT

Employer: Student
Address: _____

FINANCIAL

Bank: First Merit
Branch: Saginaw
Account #: [REDACTED]

Phone: ([REDACTED]) Ext. _____

Account type: Checking

FLIGHT EXPERIENCE

Dates: Last Medical: 11/10/2011 Class: Third Last BFR/AFR: _____ IFR Comp: _____
Last Certificate/Rating: Airplane Single Engine Land Date: 8/8/13
Licenses & Ratings currently held: 11

List total hours by make & model:

	Fixed Gear	Retract Gear		Fixed Gear	Retract Gear
Cessna (150-177)	<u>104.3</u>	_____	Beechcraft	_____	_____
Cessna (180-210)	_____	_____	Taildragger	_____	_____
Piper 200 h.p.>	_____	_____	Multiengine	_____	_____
Piper 201 h.p.<	_____	_____	Mooney	_____	_____
Others:	_____	_____	_____	_____	_____
Total Flying Time:	<u>104.3</u>	_____	_____	_____	_____

AVIATION HISTORY

Accidents/Incidents: None

References:

Any accident/violation history withheld is grounds for dismissal from the club. I have read and disclosed the above information to the best of my knowledge.

Date: 10/1/13

Signature: [REDACTED]

Print Name: William Felten

Signed up by [REDACTED]

Full Member Packet



Schedule My Account Resource Info Group Info Billing Admin Admin Help

User: Felten, Michael W [redacted]

- Include Spares
- Include Retired Users *

COMPLETED FLIGHTS FILTER CRITERIA

From 1/1/2013 To 8/27/2014

Total Hours: 3.4

Refresh

CHECKOUT HISTORY

Checkout date Resource Notes Current Until

204BE C172 Mnt Lot	<i>Schedule</i>	<i>Hobbs</i>
	Start: 6/29/14 10:00 PM	6367.00
	End: 6/30/14 12:00 AM	6368.00
	Duration	2 hours 1.00
	Instructor	
204BE C172 Mnt Lot	<i>Schedule</i>	<i>Hobbs</i>
	Start: 6/28/14 10:00 PM	6364.80
	End: 6/29/14 12:00 AM	6365.50
	Duration	2 hours .70
	Instructor	
4207P C172	<i>Schedule</i>	<i>Hobbs</i>
	Start: 10/05/13 6:00 AM	7573.10
	End: 10/05/13 7:00 AM	7573.70
	Duration	1 hours .60
	Instructor	
405SP 172 SP	<i>Schedule</i>	<i>Hobbs</i>
	Start: 10/03/13 5:00 AM	4852.10
	End: 10/03/13 6:30 AM	4853.20
	Duration	1.5 hours 1.10
	Instructor	



Sullivan PAM

Subject: FW: Michael Felten

-----Original Message-----

> From: JT Rairigh [REDACTED]
> Sent: Friday, September 12, 2014 5:13 PM
> To: Rutherford, Michael A (FAA)
> Cc: JT
> Subject: Michael Felten
>
> Michael A. Rutherford
>
> Dear Mr. Rutherford,
>
> You asked about how many hours Michael Felten had flown.
>
> He had approximately 100 hours when he took his check ride. As you well know, an applicant is almost always going to have more hours at the time of the check-ride than listed on their 8710 because they will submit their IACRA before the day of the check ride, and may sometimes be practicing right up to the day of the practical test. Then many will have a cross country trip to the examiner.
>
> Also, I can assure you that whatever Michael put down on any application was definitely the truth, to the best of his knowledge. In this era, truth and integrity are concepts that are not widely respected. Michael stood out as a person of integrity. I can guarantee you that anything he said or declared to be true was accurate to the best of his knowledge.
>
> Also, even though he was not highly experienced, Michael was very cautious. That does not guarantee that he would never make a mistake.
> He clearly made mistakes on 8/25/14. But he was always very cautious, never took chances, and never was even a hint of reckless or foolhardy.
> I know that may be hard to reconcile in light of the crash, but I knew Michael very well and I can assure you he was characteristically very very cautious.
>
> I would appreciate any info on the crash. Michael's death was an incredible shock. He was such a fine young man. Every life is precious, but to lose such an outstanding young person is just an incredible loss. I would like to know what all the factors may have likely resulted in the crash. I will also be monitoring the NTSB updates.
>
> According to my copy of Michael's 8710, he listed 97.1 hrs.
>
> Michael flew 5 times over the 10 days before his check-ride, all dual:
> 7/29/13 .8
> 7/30/13 .9
> 8/1/13 .9
> 8/5/13 .7
> 8/6/13 .9
> Some of this time would probably not have been reflected in his 8710.
> The CFI sign-off was on 8/6/13, but Michael probably added up his time for the 8710 previous to 8/6/13. Possibly as late as 8/5/13.
>

- > Then there was the solo XC to the examiner 8/8/13, 1.4
- >
- > The check-ride 8/8/13, 1.3
- >
- > The flight back to KIKW 8/8/13, 1.2
- >
- > Thereafter he flew N6442E PIC (no CFI):
- > 8/10/13 2.6
- > 12/18/13 1.0
- > 12/30/13 2.2
- > 7/5/14 2.7
- > 8/7/14 2.7
- >
- > He also had a number of hours in a C-172D during his flight training.
- > This was included in his total time on his 8710.
- >
- > Thank you very much,
- > J.T. Rairigh