

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 1100	DATE 02/04/2011
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Todd Christopher Cole [REDACTED] Jacksonville, IL. 62650			
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT			
Present: Inspector Machnik (Ops); Inspector Pattenaupe (Maint); Carol Cole; Todd Christopher Cole			
DIGEST			
<p>Mr. Todd Christopher Cole provided the following information:</p> <p>Mr. Cole stated he completed a preflight of N5293M on the ramp (Area 3) of KPWK on 12/22/2010. He removed snow that had accumulated on the aircraft over the past month. (The aircraft had sat on the ramp for approximately one month according to other witness statements.)</p> <p>Mr. Cole stated he started N5293M, and let it warm up for approximately ten minutes before he taxied it across the airfield to Atlantic Aviation where he got the aircraft de-iced and fueled.</p> <p>When asked how many times he had drained the fuel sumps, he replied "once." He added there was no water discovered in the samples, at which time he was instructed by ramp personnel of Atlantic Aviation to put the sampled fuel back into the fuel tank of N5293M.</p> <p>Mr. Cole stated he performed a total of three (3) engine run ups prior to departure. (One on the ramp at Atlantic and two at the end of the runway. He stated all checks, including the propeller were satisfactory.</p> <p>Mr. Cole stated the takeoff roll was normal. He said he retracted the gear at approximately 50-75 feet; he retracted the flaps at approximately 200 feet. Mr. Cole stated he believed the aircraft had achieved a maximum altitude of 300 feet.</p> <p>After flap retraction, he stated the aircraft wanted to "Sink." He decided to turn back toward KPWK for an emergency return. It was when Mr. Cole initially turned N5293M back for KPWK that he first noticed the engine beginning to run rough and vibrate. He proceeded to state he then extended the landing gear in preparation for an emergency landing in the parking lot the aircraft ultimately crashed in.</p> <p>When asked why he thought the engine was vibrating, he stated "I felt it in the yoke." When asked if the stall warning horn of the aircraft had ever sounded, he stated "Just before we hit the building."</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Informed immediate supervisors.			
DATE 02/04/2011		TITLE Aviation Safety Inspector	
		SIGNATURE [REDACTED] Michael Machnik	

Statement Concerning N5293M Accident

Submitted by: Steven Bunde

[REDACTED]

Lansing, IL 60438

[REDACTED]

Prior to the accident date:

On Wednesday, December 1, 2010, I personally taxied the aircraft from the Atlantic Aviation ramp, on the northwest corner of the airfield, to Area 3, on the southeast corner of the airfield. At that time, the only articles located in the aircraft were the Pilot's Operating Handbook, fuel strainer cup, a laminated checklist for operation, and two quarts of oil. The aircraft started easily and I observed no operational abnormalities throughout the relocation.

On the accident date:

Approximately an hour prior to the flight departing, I did have a short conversation with the pilot in the office of the flight school. Our conversation centered around his receipt of the aircraft and his return to the Jacksonville, Illinois airport. At that point in time, the pilot did have a clipboard containing a couple of sheets of paper and his headset in his possession.

Approximately forty-five minutes prior to departure, I received a phone call from Chuck Henkel, the flight school mechanic, asking if I could bring our push broom and a container of our glycol (used for defrosting) to the aircraft in Area 3, where it was parked. Shortly thereafter, I received a text message from Chuck stating that the pilot

was going to taxi the aircraft to the ramp of Atlantic Aviation for fuel and I could just meet them outside. At that point, Chuck and I removed the snow and ice from the aircraft. Chuck used the push broom to remove the remaining snow and I sprayed the glycol on the wings, stabilator, and fuselage. When we finished, I observed no snow or ice remaining on any surface of the aircraft, including the landing gear assemblies.

While waiting for fuel, I returned inside the hangar for a conversation with another flight instructor. Chuck also came back into the hangar, but returned outside when we heard the aircraft making multiple attempts to start. After the aircraft was started, the line service from Atlantic Aviation opened the hangar doors. I saw the aircraft running on the ramp while waiting for the aircraft that was accompanying it home. After the aircraft left the ramp, the hangar doors were closed.

I returned outside the hangar when the aircraft was already airborne. The aircraft was approximately 100-150 feet above the runway with about 2000 feet of runway remaining. I never observed the aircraft ascend above this altitude. The aircraft appeared in a very high nose-high pitch attitude with the landing gear still extended and the flaps in the full up (clean) configuration. The engine sounded normal and consistent. I never heard any skipping, sputtering or backfiring.

As the aircraft passed the area between the departure end of runway 34 and Hintz Road to the north, the nose appeared to quickly rise (in similar fashion to the entry of a departure stall.) At that point, the aircraft abruptly turned to the left. The wings were rolled to level, and the pitch attitude appeared relatively level. The aircraft was approaching the building that it made contact with. There aircraft never looked to be

higher than 75 feet above the building's roof level after the left turn. At that time, the aircraft descended to the ground. After hearing an impact, there was a second delay followed by thick, black smoke rising from behind the building.

I observed the following regarding 5293M;

I installed the battery after charging it for 1 ½ hours prior to flight. We helped scrape snow off of wings and tail of the plane in area 3 and at Atlantic's ramp. My co-worker sprayed de-ice solution onto aircraft. Pilot said he needed 17 gallons total for plane, I told Ryan on phone who called line service. I did not observe pilot sump tanks at area 3 or on Atlantic's ramp. I went inside hangar until I heard plane trying to start a couple of minutes later. Went outside and helped pilot get it started. I stayed outside after that.

The plane did a run up on our ramp along with the piper aircraft that was with them. They taxied down to far side of airport together. About 5 minutes went by, a plane or two took off and then I saw the red piper take off with the Sierra right after in formation take-off. The sierra seemed to level off at about 50 – 100 ft. The sound of the engine was consistent throughout the event. The nose would come up and then go down like he was trying to climb but couldn't. When it got to about the end of the runway it started to turn left all the while the nose kept creeping up. The wings started to rock back and forth and it then pitched over to the left like it would when stalled and then leveled off. It was headed for the industrial park and continued its descent until impact. The Atlantic hangar impeded my view of impact, but I saw it long enough to think it was going to crash and I heard the impact of it hitting the ground. I ran into my car and drove by to see it engulfed in flames in the parking lot.

Charles K Henkel

A&P [REDACTED]

RECORD OF <input checked="checked" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 0950	DATE 12/23/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
Mr. Charles Knute Henkel [REDACTED] McHenry, IL. 60050 [REDACTED]		SYMBOL	INITIALS
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT			
Persons Present: Pam Sullivan -- NTSE [REDACTED] Al Pattenaupe -- DPA FSDO [REDACTED] Michael Machnik -- DPA FSDO [REDACTED]			
DIGEST			
<p>Mr. Charles Henkel provided the following information:</p> <p>Mr. Henkel has been employed by Chicago Executive Flight School for approximately two (2) years as their primary aircraft mechanic. He holds an Airframe and Powerplant (A&P) mechanic license # [REDACTED] Mr. Henkel stated he also holds Inspection Authority. (IA)</p> <p>According to statements given by Mr. Henkel, N5293M, a Beechcraft Sierra, was involved in a propeller strike approximately two (2) years ago at Lake in the Hills Airport (3CK) located in Lake in the Hills, Illinois. The aircraft was flown to Chicago Executive Airport, where Mr. Henkel states a new propeller was installed on the aircraft.</p> <p>Mr. Henkel described numerous mechanical problems with N5293M over the course of the previous two (2) years. He stated that N5293M had flown approximately twenty-five to fifty (25-50) hours since the new propeller was installed to around May of the year 2010. Mr. Henkel noted that N5293M was "Making metal." (A term used to describe metal shavings from engine internal parts found in the engine's oil case.) The engine of N5293M was sent out for engine overhaul to Kline Aviation, located at [REDACTED] in Brooklyn, MI 49230. Telephone [REDACTED].</p> <p>Upon completion of the engine overhaul by Kline Aviation in or around June of 2010, Mr. Henkel stated there remained numerous problems with the aircraft, to include an "Induction problem, engine starter, and other discrepancies" that left Mr. Henkel "Unimpressed with the overhaul performed by Kline Aviation of Brooklyn, Michigan. Mr. Henkel added that Kline Aviation did not perform an engine run-up after the completion of the engine overhaul they performed on N5293M.</p> <p>Mr. Henkel proceeded to explain he made numerous attempts to correct the induction problem and other discrepancies, and that he believed he had eventually corrected all known problems with N5293M's engine and/or airframe. Mr. Henkel stated that Mr. Jim Kwasek, owner of Chicago Executive Flight School, [REDACTED] flew N5293M for one to one and one-half (1-1 1/2) hours after the engine overhaul.</p> <p>Continued on page 2 and 3:</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Informed immediate supervisor. Will contact and conduct interview of remaining witnesses. Will attempt to contact Mr. Kesinger			
DATE 12/27/2010	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED] Michael Machnik	

When asked to describe the events prior to the crash of N5293M, Mr. Henkel provided the following statement:

Sometime within the previous year, Mr. Kesinger, of [REDACTED] Jacksonville, IL 62650, made arrangements to purchase N5293M from the owner of Chicago Executive Flight School, located at [REDACTED], [REDACTED] Wheeling, IL, 60090. [REDACTED]

According to Mr. Henkel, he was informed that N5293M was to be picked up several times by the new owner. Each time came to pass without person or persons arriving to take delivery of the aircraft. Mr. Henkel did state that the past couple cancelled appointments to take delivery were due to inclement weather.

Mr. Henkel stated he charged the battery of N5293M each time he was informed the new owner was to take delivery of the aircraft. (He charged the battery the morning of the event on 12/22/2010.) He also stated he would periodically ground run the engine of N5293M, and that each time he did, all engine components appeared to be functioning normally.

When Mr. Todd Cole, the pilot taking delivery of N5293M, arrived to take delivery of N5293M on the morning of 12/22/2010, Mr. Henkel stated he charged the battery and brushed the snow off the aircraft. According to Mr. Henkel, the aircraft was covered in snow. When asked how long the aircraft had been sitting outside on the ramp, Mr. Henkel replied "About a month." Mr. Henkel stated the flight school had limited hangar space, and it was necessary to place N5293M in Area 3 on the Chicago Executive airport.

Mr. Henkel stated that Mr. Cole checked the engine oil of N5293M then started the aircraft's engine. Mr. Cole allowed the engine warm for approximately five to ten (5-10) minutes before he taxied it to Atlantic Aviation, on the other side of the airport, to be fueled and de-iced. Mr. Henkel added, "You can't taxi anywhere quick on this airport, so the engine had run long enough to be warm."

Mr. Henkel stated Mr. Cole asked Mr. Henkel to inform Atlantic Aviation he wanted approximately 17 gallons, total, of fuel added to the aircraft. Mr. Henkel passed this request on to Atlantic Aviation. The actual amount of fuel loaded on N5293M was 19.8 gallons as verified by the fuel receipt received from Atlantic Aviation.

After N5293M was fueled and de-iced, Mr. Henkel heard Mr. Cole attempting to start N5293M. Mr. Henkel was located inside a nearby hangar. Knowing that a fuel injected engine is quite often difficult to start, according to Mr. Henkel, he went outside and instructed Mr. Cole in the proper procedure to get the hot engine started.

When asked if Mr. Cole had drained the fuel sumps, Mr. Henkel replied that he did not see if Mr. Cole had done so or not.

Mr. Henkel believes N5293M departed at the intersection of runways 34 and 6, as traffic is often instructed to do so by ATC when taxiing from the Atlantic Aviation side of Chicago Executive Airport. He stated the engine sounded normal and "Strong" throughout the entire takeoff roll. The engine continued to sound "Strong" as N5293M lifted off of runway 34 to an altitude of approximately ten to twenty (10-20) feet, with approximately one-thousand (1000) feet of runway remaining.

According to Mr. Henkel's statement, when the pilot of N5293M reached the very end of runway 34, the wings began to rock left and right. Mr. Henkel stated the pilot was having issues climbing, and that it appeared as if the pilot was trying to make the aircraft climb by pitching the nose up, then down repeatedly. In Mr. Henkel's opinion, the aircraft reached an approximate altitude of one-hundred (100) feet then began a left turn. Mr. Henkel stated the engine sounded "Strong/normal" the entire time. He also stated the pilot had not retracted the landing gear of N5293M after departure.

As the pilot of N5293M began a left turn in an attempt to return to the airport of departure, Mr. Henkel described what he views as a "Classic stall condition." Mr. Henkel described the aircraft as entering a shallow then steeper and steeper angle of bank until it disappeared below his line of sight. The post crash fire and explosion was witnessed by Mr. Henkel as he described the sound as that of an automobile collision.

This inspector asked Mr. Henkel if he had requested to speak with Mr. Cole prior to N5293M departing Chicago Executive Airport, as other witnesses stated Mr. Henkel requested to speak with Mr. Cole. Mr. Henkel responded "I didn't ask to speak to him."

Inspector Pattenauade asked Mr. Henkel when the last Annual Inspection had been completed on N5293M. Mr. Henkel responded "September." (September of this year: 2010.)

Ms. Sullivan of the National Transportation Safety Board (NTSB) asked Mr. Henkel if a pre-purchase (Pre-buy) inspection had been completed on N5293M. Mr. Henkel responded "No."

RECORD OF	<input type="checkbox"/>	VISIT	<input type="checkbox"/>	CONFERENCE OR	<input checked="" type="checkbox"/>	TELEPHONE CALL	TIME 1400 1410	DATE 01/08/2011 01/13/2011
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION							ROUTING	
							SYMBOL	INITIALS
Mr. Jim Kwasek [REDACTED] Wheeling, IL 60090 [REDACTED]								
Jim Kwasek is the owner of Chicago-Executive Flight School								
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT								
Persons Present: Michael Machnik -- DPA FSDO (630) 443-3156, Al Pattenaude -- DPA FSDO (630) 443-3175								
DIGEST								
<p>Mr. Kwasek provided the following information, when asked the following questions:</p> <p>When was the engine of N5293M sent out for overhaul? Mr. Kwasek stated he believed N5293M's engine was overhauled in late June or July.</p> <p>Who performed the N5293M's engine overhaul? Mr. Kwasek responded: "Kline Aviation."</p> <p>How many flight hours did you have in N5293M prior to the engine overhaul in question? Mr. Kwasek stated he had approximately 200 flight hours in N5293M prior to the engine overhaul in question.</p> <p>Did you ever experience any engine trouble, or notice any problems with the engine of N5293M prior to the overhaul in question? Mr. Kwasek stated he had never experienced, or notice any problems with N5293M prior to the overhaul in question.</p> <p>Why did N5293M's engine go in for overhaul? Mr. Kwasek stated metal shavings were found in the oil during an Annual Inspection.</p> <p>Continued on page 2 and 3:</p>								
CONCLUSION, ACTION TAKEN, OR REQUIRED								
DATE 01/14/2011			TITLE Aviation Safety Inspector			SIGNATURE [REDACTED] Michael Machnik		

When did Chicago-Executive Flight School receive N5293M's engine back from overhaul?
Mr. Kwasek stated N5293M's engine was returned from Kline Aviation around October of 2010.

Can you tell us what type of problem or trouble you experienced or noticed with the engine of N5293M when you flew it after the engine overhaul in question?

Mr. Kwasek stated the engine was "Running really rough" after N5293M's engine was return from overhaul.

Did you fly N5293M after the overhaul in question?

Mr. Kwasek responded: "Yes." Mr. Kwasek also stated "There were all kinds of problems with N5293M" prior to flying N5293M after the engine was returned from overhaul.

Did you experience any engine problems when you flew N5292M after the engine overhaul in question?

Mr. Kwasek stated: "No."

Who trouble-shot the engine problems you experienced in N5293M?

Mr. Kwasek informed this inspector that Chicago-Executive Flight School's mechanic, Chuck Henkel, trouble-shot N5293M's engine after it was returned from overhaul.

What did the mechanic find when he trouble-shot the engine of N5293M?

Mr. Kwasek stated that, when the engine was returned from overhaul, Mr. Henkel's time was allocated as follows:

1. 1 1/2 weeks installing the overhauled engine back in N5293M.
2. 2 weeks trouble-shooting the engine to find out why it would not start. Mr. Kwasek stated that at 3 weeks into the process Mr. Henkel found that the wrong starter was installed by Kline Aviation.
3. 1 1/2 weeks trouble-shooting the "Rough-running" engine – It was stated that Mr. Kwasek the magnetos for the engine of N5293M were first sent out to RLB in Addison, Illinois for testing. The Fuel Servo for the engine of N5293M was then sent out to RLB for bench testing and returned with no problems discovered by RLB.
4. At 4 1/2 weeks after the engine was returned from overhaul, Mr. Henkel discovered a missing plug at the bottom of the engine.
5. Mr. Kwasek stated the aircraft was found to be in good running condition and airworthy in the last week of October, 2010 or the first week of November, 2010.

Was there any work ever performed on the fuel injector of N5293M during or after the engine haul in question?

Mr. Kwasek again stated the fuel servo had been sent out to RLB in Addison, Illinois for bench testing.

Mr. Kwasek closed by stating the engine was ran on the ground for 1 hour then he test flew it. He stated there was nothing wrong with the engine; it ran good. He continued to state that the engine was ground-ran for approximately 4.5 hours during the time from his test flight in N5293M sometime in late October, 201 or early November, 2010 to December 22, 2010.

Inspector Pattenaude requested Mr. Kwasek to provide this office with the following paperwork/invoices:

1. Invoice for the N5293M's engine overhaul from Kline Aviation
2. Invoice from RLB in Addison, Illinois for the bench testing of the fuel servo.
3. Invoice for the replaced missing plug in the bottom of the engine.
4. Any other paperwork/invoices related to any work performed on N5293M after the engine overhaul and prior to the flight by Mr. Cole on December 22, 2010.

Mr. Kwasek stated he would forward all requested paperwork/invoices to this office.

01/13/2011 – 14:10

Mr. Kwasek called Inspector Machnik on Thursday, January 13, 2011, at approximately 14:10 CDT. He inquired as to whether or not I had received the paperwork/invoices that Inspector Pattenaude had requested during the telephone interview conducted on 01/08/2011. This inspector responded: "No."

Mr. Kwasek again asked what paperwork/invoices this office was requesting. This inspector reviewed his notes from the telephone interview conducted on 01/08/2011, and informed Mr. Kwasek of the 4 requests listed at the bottom of page 2 in this Telcon.

Mr. Kwasek said that RLB did not send him an invoice for the bench testing of the fuel servo. He also stated he would try to find the In-house paperwork for the missing plug that was pulled from the stock shelving of Chicago-Executive Flight School's inventory; when queried for that record, Mr. Kwasek did not seem confident that his flight school had such a record.

This inspector received an e-mail from Mr. Kwasek on Thursday, January 13, 2011 with an attachment of a copy of the invoice for the engine overhaul performed by Kline Aviation. No other documents have been received by this inspector to date. (January 14, 2011.)

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 09	DATE 12/29/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
Mr. Ronald Kesinger [REDACTED] Road Jacksonville, Illinois 62650		SYMBOL	INITIALS
Office: [REDACTED] Cell: [REDACTED]			
Mr. Kesinger is the new owner of N5293M			
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT			
DIGEST			
This inspector asked Ronald Kesinger the following questions:			
1. What date did you first hire Mr. Cole to take delivery of N5293M from Chicago Executive Airport (KPWK)? Mr. Kesinger responded: "I believe it was around or about July 1, 2010. I offered money for flying, but Mr. Cole stated he did not need any money now. I anticipated paying all the expenses and an hourly rate for his services. I thought it to be a favor to me. I did offer to give him whatever dollar amount he wanted."			
2. How much were you going to charge Mr. Cole for his services rendered in taking delivery of N5293M? Mr. Kesinger responded: "I offered to pay him whatever he wanted. I thought \$500.00 was acceptable and would cover all the expenses."			
3. Was the payment for Mr. Cole's services to be made to Mr. Cole, the Jacksonville Airport Authority or to Cole Aviation? Mr. Kesinger responded: "Mr. Cole directly. It never got to that, but probably a check. I still plan on making payment. I offered a second time in October. Todd said he didn't need any money yet."			
Continued on Page 2:			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 12/29/2010		TITLE Aviation Safety Inspector	
		[REDACTED SIGNATURE] Michael W. Machnik	

4. Have you already made the payment for Mr. Cole's services? If so, can you fax me a copy of the method of payment?

Mr. Kesinger responded: "I have not paid yet. Yes. Well. Todd would be the only one....."

5. Did you make payment to Jacksonville Airport Authority for the pilot services of Mr. Cole Harrison Foote, and for the aircraft rental fees of N2935S?

Mr. Kesinger responded: "No. I would make payment directly to Mr. Cole."

7. Do you personally know Mr. Cole's wife? What is her name?

Mr. Kesinger responded: "yes, I know her. Her name is Carol."

8. Are you related to the wife of Mr. Todd Cole?

Mr. Kesinger responded: "I am not related to her. She is related to a nephew of mine, I think. I am still not certain I am related to her."

9. Have you made payment to anyone for the services of N2935S yet?

Mr. Kesinger responded: "No. Nothing. Nothing." (This inspector received an invoice from Jacksonville Airport Authority for a charge of \$ [REDACTED] to Mr. Kesinger's account for the following services):

1. Aircraft rental (N2935S): [REDACTED]
2. Flight Instruction – PrimaryFT: [REDACTED]
3. Fuel Charge – Wheeling Arpt: [REDACTED]

This invoice was faxed to Inspector Machnik of the DuPage Flight Standards District Office at 08:44 CDT, on December 29, 2010 by Mr. Cole Harrison Foote at this inspector's request.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL	TIME 1450	DATE 12/27/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING	
	SYMBOL	INITIALS
Mr. Ronald Kesinger [REDACTED] Jacksonville, Illinois 62650		
Office: [REDACTED] Cell: [REDACTED]		
Mr. Kesinger is the new owner of N5293M		
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT		
DIGEST Mr. Ronald Kesinger provided the following information: Mr. Kesinger first contacted the owner of N5293M, believed to be Lawrence Kohls, in December of 2009 to inquire as to the purchase of N5293M. The aircraft was advertised in the Trade-A-Plane publication. Jim Kwasek, of Chicago Executive Flight School, acted on behalf of the seller of N5293M, believed to be Mr. Lawrence Kohls, [REDACTED] Chicago, Illinois 60626-1354, and according to Mr. Kesinger's statement Mr. Kwasek handled most, if not all the proceedings. Mr. Kesinger retained Jay Peist, Law Offices of Jay Peist, Ltd [REDACTED] Buffalo Grove, Illinois 60089, ([REDACTED]), to handle all legal aspects of the transaction. An offer to purchase N5293M was made by Mr. Kesinger. The offer was accepted by the current owner. An agreement was made between both parties for Mr. Kesinger to take delivery of N5293M on July 1, 2010. Mr. Kesinger proceeded to state that he was ready to take delivery of N5293M on July 1, 2010. However, he stated he had received correspondence from Mr. Kwasek telling him there were engine problems; specifically oil testing revealed metal shavings had been found to be present. Mr. Kesinger was informed N5293M needed an engine overhaul. According to Mr. Kesinger, N5293M's engine was sent to Kline Aviation in Brooklyn, Michigan, to have the engine overhaul performed. This inspector asked when the engine overhaul was complete, Mr. Kesinger replied "September, 2010." Mr. Kesinger stated that further correspondence was received from Mr. Kwasek informing him there remained problems with N5293M's engine. When asked what type/s of problems, Mr. Kesinger replied "The engine was running rough." Mr. Kesinger was informed by Mr. Kwasek that a cover had been left off, and that Chicago Executive Flight School's mechanic believed it could be the source of the roughness in the engine. Continued on Page 2:		
CONCLUSION, ACTION TAKEN, OR REQUIRED Waiting for Mr. Kesinger to provide this office with a contact telephone number for Mr. Jarmin.		
DATE 12/27/2010	TITLE Aviation Safety Inspector [REDACTED] Michael Machnik	

Mr. Kesinger further stated that Mr. Kwasek had personally flown N5293M, and that it was "Horrible." When asked to explain what was horrible, Mr. Kesinger stated he was told by Mr. Kwasek the engine was still running horribly.

According to Mr. Kesinger's statement, Correspondence concerning the correction of a "Rough-running" engine in N5293M continued well into the second week of October, 2010. In Mid October, said Mr. Kesinger, he was informed by Mr. Kwasek that the engine problem had been resolved, and N5293M was now ready for him to take delivery.

Scheduling difficulties experienced by Mr. Kesinger prevented him from taking delivery of N5293M; specifically Mr. Kesinger cited pilot availability and inclement weather as the main variables.

Mr. Kesinger further stated that Mr. Todd Cole, the pilot of N5293M at the time of the accident, spoke extensively with Mr. Kwasek throughout the entire negotiating process for the purchase of N5293M.

When asked if an aircraft pre-purchase (pre-buy) was performed on N5293M, Mr. Kesinger stated that Mr. Kwasek recommended that a pilot look at N5293M. Mr. Kesinger retained a Mr. Dennis Jarmin of Engineering & Construction, (b) (6) to perform this function. This inspector asked Mr. Kesinger if Mr. Jarmin had physically looked at the aircraft, he stated that Mr. Jarmin only looked at the books, (Aircraft logbooks) that he never travelled to Chicago to perform a pre-purchase inspection.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 0930	DATE 12/29/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
Mr. Paul Kline; Kline Aviation, located at [REDACTED] Brooklyn, MI 49230. Telephone [REDACTED]		SYMBOL	INITIALS
Mr. Kline is the owner of Kline Engine Shop			
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT			
DIGEST			
<p>Mr. Paul Kline provided the following information:</p> <p>Mr. Kline recalls performing the engine overhaul for engine of N5293M. Though he did not recall the exact dates, he stated it to be approximately "A couple of months ago."</p> <p>Mr. Kline did state that Chicago Executive Flight School contacted <i>him after the engine</i> overhaul to inform him there remained problems with the engine still running rough; specifically the engine was running rough at low idle. Mr. Kline gave several suggestions as to what to do to troubleshoot the engine in an effort to diagnose the problem. Of these suggestions was to check the fuel injectors to ascertain whether or not they were clogged, check for missing intake plugs and/or send the injector out for overhaul.</p> <p>This inspector requested copies of the <i>invoice and/or work order</i> from Kline Aviation for the engine overhaul performed, by them, on the engine of N5293M. This office fax number was given to Mr. Kline.</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Will await requested invoice/ work order fax from Kline Aviation. Will also check National PTRS entries on Kline Aviation.			
DATE 12/29/2010		TITLE Aviation Safety Inspector	
		[REDACTED] Michael Machnik	

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 1900	DATE 12/22/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Matthew David Pennell [REDACTED] Jacksonville, IL 62650 [REDACTED]			
Mr. Cole Nathan Harrison Foote [REDACTED] Mt. Sterling, IL 62353 [REDACTED]			
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT			
DIGEST			
<p>This inspector interviewed both Mr. Harrison Foote and Mr. Pennell at Atlantic Aviation located on the KPWK Airport on 12/22/2010 at approximately 1900 CDT. Both parties were in agreement with the following information they provided:</p> <p>N5293M, a Beechcraft Sierra, C24R, piloted by Mr. Todd Christopher Cole, holder of a private pilot certificate # [REDACTED] departed Runway 34 at Chicago Executive Airport (KPWK) en route to Schaumburg Regional Airport (OC6), at approximately 1445 CDT with one passenger aboard; Mr. Benjamin Wayne Vanhyning.</p> <p>N5293M was a flight of two. The other single engine aircraft was piloted by Mr. Harrison Foote. According to Mr. Harrison Foote, both aircraft planned a flight to OC6 "to make sure everything was working good on the airplane." (N5293M) – this aircraft was recently purchased by Mr. Ronald G. Kesinger of [REDACTED] Jacksonville, IL 62650. Mr. Cole, Mr. VanHyning, Mr. Pennell, and Mr. Harrison Foote came to KPWK to take delivery of N5293M.</p> <p>Mr. Harrison Foote stated Mr. Cole had taxied N5293M from Area 3 (Believed to be Chicago Executive Flight School) to Atlantic Aviation to fuel the aircraft. Mr. Harrison Foote and Mr. Pennell were first in line at the hold short lines for Rwy 34. He stated he heard Mr. Cole perform the Engine Run-up on N5293M, and everything sounded normal.</p> <p>The lead aircraft (Mr. Harrison Foote and Mr. Pennell) departed Rwy 34. N5293M departed directly behind. At approximately 20 seconds after takeoff, Mr. Harrison Foote stated that he heard the pilot of N5293M, Mr. Cole, transmit to the KPWK Tower that N5293M's engine was running very rough and he must return immediately. Mr. Harrison Foote looked back to see N5293M in a left bank in an attempt to return to KPWK. He described the aircraft heading toward what appeared to be a parking lot. Mr. Harrison Foote piloted his aircraft back to a left downwind for Rwy 34 at KPWK. He once again looked back and saw plumes of black smoke rising from the ground.</p> <p>Continued on page 2:</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Informed immediate supervisor. Will contact and conduct interview of several witnesses, to include the mechanic who represented the delivery of N5293M to Mr. Cole and the KPWK tower controllers.			
DATE 12/23/2010		TITLE Aviation Safety Inspector [REDACTED] Michael Machnik	

When asked, again, why the four men were going to OC6, Mr. Harrison stated N5293M had a history of problems such as a gear up landing. He was uncertain if it was mechanical issues or pilot induced. Mr. reiterated they were going to OC6 to make certain everything was working good on the aircraft Mr. Kesinger had recently purchased.

Mr. Harrison Foote proceeded to state the aircraft had just had a "Major Overhaul." When asked what type of work was performed, he stated he believed it to be major engine work.

Mr. Harrison had no knowledge of Mr. Cole's total flight time, though he stated he thought Mr. Cole was pretty experienced. Mr. Harrison Foote also stated that Mr. Cole was a certified aircraft mechanic. He also added he believed Mr. Vanhyning travelled with the group from Jacksonville, Illinois to KPWK, because he felt bad that Mr. Cole would have to fly N5293M back alone. Mr. Vanhyning was a line person at the Jacksonville Airport.

This inspector was informed by Mr. Harrison Foote that Mr. Vanhyning held a student pilot certificate. When asked who Mr. Harrison Foote believed was piloting N5293M at the time of the accident, he firmly stated "Mr. Cole was definitely the Pilot-in-Command.

When queried for information as to where the group of men took delivery of N5293M, Mr. Harrison Foote stated he only knew that the mechanic who represented the delivery of N5293M insisted on speaking with Mr. Cole. The unknown mechanic to this date and Mr. Cole met, but Mr. Harrison Foote knows nothing of the conversation that took place.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 1012	DATE 12/27/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Matthew David Pennell [REDACTED] Jacksonville, IL 62650 [REDACTED] (10:12 AM)			
Mr. Cole Nathan Harrison Foote [REDACTED] Mt. Sterling, IL 62353 [REDACTED] (10:40 AM)			
Mr. Charles Knute Henkel [REDACTED] McHenry, IL. 60050 [REDACTED] (11:56 AM)			
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT			
DIGEST			
<p>This inspector followed-up with both Mr. Harrison Foote and Mr. Pennell as to whether or not either of them saw the pilot of N5293M drain the fuel sumps/wings during a pre-flight inspection.</p> <p>Both Mr. Harrison Foote and Mr. Pennell stated they did not see Mr. Cole drain any fuel sump/s.</p> <p>When asked if Mr. Cole, the pilot, had N5293M de-iced prior to departing Schaumburg Regional Airport (0C6). Neither saw N5293M get de-iced.</p> <p>This inspector again asked both Mr. Harrison Foote and Mr. Pennell why Mr. Cole had wanted to fly to 0C6. Both stated to make certain everything was working "Good" on the aircraft, and to have lunch at the airport restaurant. Mr. Harrison Foote added "To check for any squawks."</p> <p>When asked if the pilot of N5293M had arranged to meet with anyone or another mechanic at 0C6, both Mr. Harrison Foote and Mr. Pennell stated they had no knowledge of meeting with anyone there.</p> <p>At 11:56 AM, CDT, on 12/27/2010, this inspector telephone Mr. Charles Henkel of Chicago Executive Flight School to ask who had de-iced N5293M prior to departure at KPWK on 12/22/2010. Mr. Henkel stated that Steve Bundy, a Flight Instructor employed by Chicago Executive Flight School performed the de-icing. This inspector inquired as to the type of de-icing fluid that was used, and Mr. Henkel could not say what type was used. He further stated he thought it was glycol, and that the flight school gets it's supply from Atlantic Aviation.</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Informed immediate supervisor. Will contact and conduct interview of several witnesses, to include the mechanic who represented the delivery of N5293M to Mr. Cole and the KPWK tower controllers.			
DATE 12/27/2010		TITLE Aviation Safety Inspector	
		SIGNATURE [REDACTED] Michael Machnik	

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 0811	DATE 12/29/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
Mr. Cole Nathan Harrison Foote [REDACTED] Mt. Sterling, IL 62353 [REDACTED] (08:11 AM)		SYMBOL	INITIALS
Mr. Matthew David Pennell [REDACTED] Jacksonville, IL 62650 [REDACTED] (08:40 AM)			
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT			
DIGEST			
<p>This inspector asked both Mr. Harrison Foote and Mr. Pennell the following questions:</p> <p>1. What date Mr. Harrison Foote and Mr. Pennell first asked to fly Mr. Cole up to KPWK to take delivery of N5293M?</p> <p>Mr. Harrison Foote responded: "I need to check the work schedule, and I can call you back."</p> <p>Mr. Pennell responded: "I think we talked about it a little bit around Thanksgiving. I was home for Christmas break from college, and just found out about the trip on December 20, 2010."</p> <p>2. Who hired Mr. Cole to take delivery of N5293M?</p> <p>Mr. Harrison Foote responded: "Mr. Kesinger. Mr. Cole wasn't sure if he wanted to perform the flight to Chicago to take delivery of N5293M, but discovered his wife was related to Mr. Kesinger in some fashion, and decided to accept the offer to go to Chicago."</p> <p>Mr. Pennell responded: "I really do not know much about that end of the deal."</p> <p>Continued on Page 2:</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 12/29/2010	TITLE Aviation Safety Inspector	[REDACTED SIGNATURE]	

3. What type of compensation was Mr. Cole to receive for his services rendered in taking delivery of N5293M, and if monetary, how much money would he receive and in what form of payment?

Mr. Harrison Foote responded: "I am not certain of what type of arrangement was made between Mr. Kesinger and Todd." (Mr. Cole)

Mr. Pennell responded: "I do not know."

4. Who are you employed by as flight instructors?

Mr. Harrison Foote responded: "Employed by 14 CFR Part 61 Flight School, Jacksonville Airport Authority."

Mr. Pennell responded: "Employed by 14 CFR Part 61 Flight School, Jacksonville Airport Authority."

5. Who is Mr. Cole employed by as a mechanic?

Mr. Harrison Foote responded: Mr. Harrison Foote stated Todd is employed by the 14 CFR Part 61 Flight School; Jacksonville Airport Authority. Mr. Harrison Foote stated Mr. Cole is also self-employed and has his own hangar and insurance.

Mr. Pennell responded: "Todd is employed by the same school." (Jacksonville Airport Authority) Cole Aviation

6. What was the registration number and type of aircraft used to fly Mr. Cole and Mr. Vanhyning to KPWK to take delivery of N5293M for Mr. Kesinger?

Mr. Harrison Foote responded: "N2935S. Piper Archer is a PA-28-181."

Mr. Pennell responded: "N2935S."

7. Who was to pay the rental cost of N2935S?

Mr. Harrison Foote responded: "Mr. Cole made the arrangements that Mr. Kesinger would pay the expenses for the flight in N2935S." Mr. Harrison Foote stated the charges to Mr. Kesinger were to be for flight instruction at the rate of \$ [REDACTED] per hour, for Mr. Harrison Foote only. The cost of N2935S was to be at a rate \$ [REDACTED] per hour, paid to the flight school at Jacksonville Airport.

Mr. Pennell responded: "Honestly, as far as I knew, I think Todd or Kesinger was going to pay for it. I really don't know."

8. Were you aware of, or did you hear any conversation that there was still something wrong with the engine of N5293M?

Mr. Harrison Foote responded: "No. I am not sure if this is relevant, but when I saw Todd (Mr. Cole, the pilot of N5293M) in the hospital, he said he would not have taken the airplane if he had known something to be wrong."

Mr. Pennell responded: "No."

9. Did you or anyone see anyone perform a pre-flight inspection on N5293M?

Mr. Harrison Foote responded: "No."

Mr. Pennell responded: "No."

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 1425	DATE 12/27/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Paul Miehle [REDACTED] Lake Zurich, Illinois [REDACTED]			
Mr. Miehle is a semi-truck driver employed by United Parcel Service (UPS).			
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT			
DIGEST			
<p>Mr. Paul Miehle provided the following information:</p> <p>Mr. Miehle was travelling Eastbound on Hintz Road approaching Wolf Road. He was stopped at the traffic light on the corner of Hintz and Wolf in his semi-trailer truck he drives for UPS. Mr. Miehle witnessed an airplane depart normally off of runway 34 at Chicago Executive Airport. Seconds later, Mr. Miehle stated he saw a black and white aircraft depart runway 34. Mr. Miehle observed this airplane over Hintz Road at an altitude he estimates as fifty to seventy-five (50-75) feet above the ground (AGL), and struggling to gain further altitude.</p> <p>Mr. Miehle stated he thought the aircraft might not clear the building surrounding the corner of Hintz and Wolf Roads.</p> <p>Mr. Miehle further stated that he watched as the aircraft entered a left bank, "The right wing was pointed to the sky," then disappeared behind the building where the aircraft made impact. Mr. Miehle states he heard a crash then witnessed a plume of black smoke rising in the air.</p> <p>This inspector asked Mr. Miehle if he had heard the aircraft's engine, and he replied, "No. I was in my semi, and it is loud."</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 12/27/2010	TITLE Aviation Safety Inspector		[REDACTED] Michael Machnik

RECORD OF <input checked="checked" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL	TIME 1020	DATE 12/23/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING	
	SYMBOL	INITIALS
Mr. Ryan Crabbe [REDACTED] Arlington Heights IL. 60050 [REDACTED]		
Mr. Crabbe is a Flight Instructor Employed by Chicago Executive Flight School.		
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT		
Persons Present: Pam Sullivan – NTSE [REDACTED] Al Pattenau – DPA FSDC [REDACTED]		
Michael Machnik – DPA FSDC [REDACTED]		
DIGEST		
<p>Mr. Ryan Crabbe provided the following information:</p> <p>Mr. Crabbe is employed as a flight instructor by Chicago Executive Flight School. He stated he was driving back from lunch, Southbound on Wolf Road, to KPWK at the time of the accident. He went on to state he was at the West entrance to the parking lot. (This is the entrance that leads into the midpoint of the parking lot in between [REDACTED])</p> <p>Mr. Crabbe stated he saw N5293M departing runway 34. (Mr. Crabbe believes N5293M departed the intersection of Runway 34 and Runway 6, as is customary for aircraft taxiing from Atlantic Aviation.) He further stated he believed the aircraft to be at an approximate altitude of fifty to one-hundred (50-100) feet, with approximately one to three-thousand (1000-3000) feet of runway remaining. He stated the aircraft was approximately 10 feet above the ground (AGL) at the intersection of Lima two (L2).</p> <p>Mr. Crabbe went on to state that the engine sounded normal, "No governor....normal." When N5293M had reached the end of runway 34, Mr. Crabbe stated the aircraft appeared to be at the correct altitude for that location. At this point he saw the aircraft's wings rock left and right, "Wobbled," as if the aircraft was reaching a pre-stall condition. He recalls yelling out, to himself while still in his car, "Land! Just Land!"</p> <p>When asked what happened next, Mr. Crabbe proceeded to state the pilot of N5293M continued an attempt to gain altitude by pitching the nose of the aircraft up, momentarily, then down in succession and repeatedly. Mr. Crabbe all along stated the engine sounded "Good/normal/strong." Mr. Crabbe stated N5293M had what appeared to be a zero flap setting. (Flaps retracted)</p> <p>Mr. Crabbe turned his vehicle around to head North on Wolf Road, so he might see the aircraft's flight path better. He stated the aircraft continued the lifting and descending motion of the aircraft nose then entered a shallow left bank.</p>		
Continued on Page 2:		
CONCLUSION, ACTION TAKEN, OR REQUIRED		
DATE	TITLE	
12/27/2010	Aviation Safety Inspector	
	Michael Machnik	

Mr. Crabbe went on to state this shallow bank gradually increased to about a 45-degree left bank. He then stated the aircraft descended below his line of sight, at which time he heard a loud crashing sound followed by plumes of black smoke.

Mr. Crabbe immediately dialed 911 for emergency response, explaining an aircraft had just crashed North of Hintz Road and West of Wolf Road in Wheeling, Illinois.

When asked if the landing gear was retracted, Mr. Crabbe replied "The gear was down."

Mr. Crabbe added in conclusion that it appeared to him as if the aircraft was acting as would an aircraft that was attempting an overweight takeoff.

Ryan Crabbe
[REDACTED]
Arlington Heights, IL 60004
[REDACTED]

I was traveling east bound on Hintz Rd, on my way back from lunch, and made a right turn to be headed south on Wolf Rd. The airport was on my left hand side. As I pulled into the left turn lane for the school parking lot I noticed 3 aircraft taking-off in quick succession with N5293M being the last aircraft in line. When I noticed the plane was having trouble, it was not climbing in the way you expect a normal Beechcraft Sierra to climb after take-off. I kept my car in the left turn lane to watch. I saw the airplane after rotation. I did not see the take off-roll, only the climb out from about 20 feet off the ground to the end of the accident. The plane's altitude plateaued with around 3,000 feet of runway left with a nose high attitude. I remember thinking that they had enough room to get the aircraft back down on the runway and may have had time to get it stopped before the end of the runway. However, it lookessd more likely they could have gotten the aircraft on the pavement and then would have run off the end of the runway. I did not hear anything that resembled a weak or failing engine. My window was closed and my radio was off. I did not see smoke or anything that would indicate any engine trouble nor did I see the aircraft shake from sudden power loss. In this type of aircraft there is a nose down tendency when a pilot reduces power do to the forward C.G., even when in proper W&B. I did not see anything that resembled that type of nose down pitch. The landing gear was down the whole time and the flaps appeared to be completely retracted from when I first caught sight of the aircraft. I am not sure to the altitude but they were above the tops of the Atlantic hangars which was the only thing I had to directly compare the height of the airplane against. In our interview I believe I said somewhere around 50-100 feet, but after thinking about it the only certainty I have to the aircraft height was in relation to the Atlantic hangars. It appeared that the

nose was dipping down and rising up in a series of motions as if trying to prevent a stall and keep climbing at the same time. Over the end of the runway the airplane wobbled, banking quickly and shallowly back and forth for maybe a series of 3 oscillations. After the oscillations the aircraft went wings level for a few seconds and then a left turn was initiated. The bank got steeper and steeper as the aircraft began to loose altitude. It appeared to enter a steep left bank with a nose down attitude. It was at this time I called 911. I do not recall the sound of impact as I was on the phone with 911. Once I turned the corner into the parking lot where the impact occurred I saw the top of the black smoke plume rising above the adjacent buildings followed closely by a fire ball. I did not see any movement in the cabin. Emergency responders were pouring into the parking lot at that time.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 1340	DATE 12/29/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Rafael Afencio [REDACTED] Wheeling Illinois 60090 [REDACTED]			
Mr. is a line person employed by Atlantic Aviation.			
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT			
DIGEST			
<p>Mr. Rafael Afencio called this office at 13:40 CDT, on December 29, 2010 to provide the following information:</p> <p>Mr. Alfencio stated he recalled a conversation he had with the pilot of N5293M, Mr. Cole, regarding Mr. Cole draining the fuel sumps.</p> <p>Mr. Alfencio stated that Mr. Cole had asked him if he could just dump the fuel he drained onto the ramp. Mr. Alfencio requested that Mr. Cole dump the fuel back into N5293M's fuel tanks.</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 12/29/2010		TITLE Aviation Safety Inspector	
		[REDACTED] Michael Machnik	

RECORD OF		<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input checked="" type="checkbox"/> TELEPHONE CALL	TIME 1400	DATE 12/28/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION					ROUTING	
					SYMBOL	INITIALS
Mr. Rafael Afencio [REDACTED] Wheeling Illinois 60090 [REDACTED]						
Mr. is a line person employed by Atlantic Aviation.						
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT						
DIGEST						
<p>Mr. Rafael Afencio provided the following information:</p> <p>Mr. Alfencio was the line person who fueled N5293M. Mr. Afencio stated the pilot, Mr. Cole, requested a "Top-off," which result in adding a total of 19.8 gallons of fuel. (100 Low-lead)</p> <p>Mr. Afencio saw no ice, frost or snow adhering to N5293M. When asked if Mr. Alfencio observed any water accumulation around the gas caps on the wings of N5293M, when he removed them to fuel the aircraft, he replied "No, sir. There was not water."</p> <p>When Mr. Alfencio was asked if he observed the pilot of N5293M, Mr. Cole, draining the fuel sumps on the aircraft, Mr. Alfencio responded "No."</p> <p>This inspector asked Mr. Alfencio if he had any other conversation with Mr. Cole. Mr. Alfencio stated that Mr. Cole was happy that he was going to earn some extra "Cash" by flying N5293M back to Jacksonville, Illinois for the new owner.</p>						
CONCLUSION, ACTION TAKEN, OR REQUIRED						
DATE 12/28/2010				TITLE Aviation Safety Inspector		[REDACTED] Michael Machnik

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 1125	DATE 12/27/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Mike Kurgan [REDACTED] Wheeling IL. 60090 [REDACTED]			
Mr. Kurgan is a line person employed by Atlantic Aviation – Chicago Executive Airport KPWK [REDACTED]			
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT			
DIGEST			
<p>Mr. Mike Kurgan provided the following information:</p> <p>Mr. Kurgan stated that he did not fuel N5293M on the morning of 12/22/2010. When asked if he had witnessed the pilot of N5293M draining the fuel sumps/wings, He replied "I did not see him do that."</p> <p>Mr. Kurgan went on to state that the mechanic, Mr. Charles Henkel of Chicago Executive Flight School, jumped in N5293M to start the aircraft when Mr. Cole, the pilot, could not get the engine to start. At that point, Mr. Kurgan stated he was inside Atlantic Aviation's hangar and noticed that the engine of N5293M did not sound right when the mechanic finally did get it started. He stated he heard what appeared to be "bubbles."</p> <p>When asked if N5293M was de-iced, Mr. Kurgan stated "They absolutely did not get de-iced. This inspector asked Mr. Kurgan if he had noticed if there was any contamination on the aircraft, in the form of ice or snow. Mr. Kurgan replied he did not notice if there was any or not. (The fuel receipt from Atlantic Aviation for N5293M on 12/22/2010 does not reflect any charge for de-icing.)</p> <p>Mr. Kurgan also added that he was familiar with this aircraft, and that it had sat on the ramp in Area 3 for several months. As a result of this knowledge, Mr. Kurgan expressed concern for condensation and water accumulation inside the fuel tanks of the aircraft. Finally, Mr. Kurgan stated he had never seen anyone drain the fuel sumps on N5293M.</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 12/27/2010		TITLE Aviation Safety Inspector [REDACTED] Michael Machnik	

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 1050	DATE 12/23/2010
NAME (s) OF PERSON CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Steven Michael Bunde [REDACTED] Lansing, IL. 60438 [REDACTED]			
Mr. Crabbe is a Flight Instructor Employed by Chicago Executive Flight School.			
SUBJECT Aircraft crash of N5293M just after takeoff on Rwy 34 at KPWK on 12/22/2010 at approximately 1445 CDT			
Persons Present: Pam Sullivan – NTSB [REDACTED] Al Pattenau – DPA FSDO [REDACTED]			
DIGEST			
<p>Mr. Steven Bunde provided the following information:</p> <p>Mr. Bunde is employed as a flight instructor by Chicago Executive Flight School. He stated he de-iced N5293M prior to its departure from KPWK on 12/22/2010. Mr. Bunde stated that N5293M was at an approximate altitude of one-hundred to one-hundred and fifty (100 to 150) feet with approximately two-thousand (2000) feet of runway remaining.</p> <p>According to Mr. Bunde' statement, N5293M remained at this altitude; the aircraft did not gain any additional altitude from that point forward. He also stated that the aircraft appeared to be in stable flight, (A condition otherwise known as controlled) just not climbing.</p> <p>Mr. Bunde stated that the landing remained extended – never retracted – and the flaps appeared to be set at zero (0) degrees.</p> <p>Mr. Bunde went on to state the left wing of N5293M dropped, which he associated with an aerodynamic stall condition, until just before impact, at which time the pilot leveled the wings. Mr. Bunde stated the engine sounded normal up to the point of impact.</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 12/27/2010		TITLE Aviation Safety Inspector [REDACTED] Alan D. Pattenau	