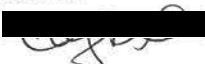


RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 5:30 PM	DATE 05/03/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Kent Brecht		ROUTING	
[REDACTED]		SYMBOL	INITIALS
Friend of Scott Clark			
SUBJECT Accident at 3CK involving Scott Clark			
DIGEST This inspector spoke with Kent Brecht about the accident at 3CK (Lake in the Hills Airport) approximately an hour and a half after the accident. He states the following: he has know Scott Clark for 25 years; he is a competent pilot; flies a Cirrus for Blue Skies (Part 135) in Wisconsin; he was flying with Paul Sanfilipo who owns the Bonanza (N176Q) that was involved in the accident; Mr. Brecht has requested Scott Clark and Paul Sanfilipo fly to 3CK pick him up, fly to KDPA (DuPage Airport) to drop him off to pick up a King Air that he flies for someone there, fly to KBUU (Burlington Airport, Wisconsin) where Kent was dropping the King Air off to have avionics repaired and fly him back to 3CK. After flying the proposed route, the three pilots went to lunch. Kent left the airport after lunch and the pilots went to the aircraft. He stated they were using Runway 26 at 3CK and the last reported winds that he heard on AWOS was from 220 degrees 11 knots gusting to 22 knots. Kent also stated that when he was in the aircraft, Scott Clark flew from the left seat.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 05/09/2012	TITLE Principal Operations Inspector	SIGNATURE [REDACTED]	

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL	TIME 6:00 PM	DATE 05/03/2012
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Brian Thons	ROUTING	
Finefield Aviation	SYMBOL	INITIALS
SUBJECT N176Q Accident		
DIGEST Mr. Thons has worked at Finefield Aviation for 2 years. He was working in the hangar the day of the accident and the aircraft in the pattern. He thought the aircraft was low (approximately 300-400 feet AGL) and slow. He has a pilot certificate but is not current. The only time he saw the aircraft, the engine was very quiet but running smoothly. Jimmy Finefield saw the aircraft land at approximately 1200 this day and it looked normal. Mark Zakula landed after the Bonanza at 2:30 p.m. This inspector will contact him later.		
CONCLUSION, ACTION TAKEN, OR REQUIRED		
DATE 05/09/2012	TITLE Principal Operations Inspector	SIGNATURE 

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 9:00 AM	DATE 05/09/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mark Zakula		ROUTING	
		SYMBOL	INITIALS
[REDACTED] - Cell Phone			
Landed after N176Q at approximately 2:30 p.m. (Cessna 140)			
SUBJECT N176Q Accident			
DIGEST <p>Accident aircraft reported 5 miles north of the airport, will be over the top for runway 29 on CTAF. Mark told the aircraft that the correct runway was 26. The aircraft announced on crosswind for runway 29. Mark corrected him again. Mark was at 1600-1800 feet in pattern and saw the aircraft was well below that altitude when turning from downwind to base and approximately 200 feet AGL on final. The aircraft then announced base/final. Aircraft was in a very steep turn from base to final to compensate for gusting wind conditions. Aircraft landed pretty close to normal landing touchdown then aircraft went all the way to the end of the runway.</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 05/09/2012	TITLE Principal Operations Inspector	SIGNATURE [REDACTED]	

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 9:30 AM	DATE 05/04/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Rick Jonson		ROUTING	
NJJet Fueler		SYMBOL	INITIALS
[REDACTED]			
SUBJECT N176Q Accident			
DIGEST Rick stated he was called to fuel N176Q around 1:15 - 1:30 p.m. After discussion, the pilot requested 7 gallons per side which almost filled the left tank and brought the right side up to the top of the wing. He thought they mentioned fueling somewhere else (we verified there was no fuel taken on at KDPA or KBUU. As he was finishing fueling the aircraft, he was called to fill another aircraft, N8645H, a Navion. After he heard about the accident, Rick had Brian, a mechanic from Finefield Aviation witness him take samples from the fuel truck and the hose used to fuel the aircraft.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 05/09/2012	TITLE Principal Operations Inspector	SIGNATURE [REDACTED]	

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL	TIME 3:38 PM	DATE 05/10/2012										
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Jesus Alanis, Curran Contracting, Phone [REDACTED]		ROUTING <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	SYMBOL	INITIALS								
SYMBOL	INITIALS											
SUBJECT Aircraft accident M176Q												
DIGEST Mr. Alanis was at the Curran plant southeast of the airport. He saw the airplane go over him. The aircraft was very low. He estimated 200-300 feet above the ground. It was descending. The engine was running and sounded normal. He was familiar with the sounds from all the airplanes that flew near the plant. Mr. Alanis stated the airplane was northbound, and when it turned left, the engine throttled up. He was very emphatic that he heard the engine throttle up. Mr. Alanis did not see the airplane hit the ground but he did hear the impact. A driver who was with Mr. Alanis also saw the airplane, but he did not see anything more due to obstructions.												
CONCLUSION, ACTION TAKEN, OR REQUIRED												
DATE 05/10/2012	TITLE HELEN D. KNIGHT Aviation Safety Inspector	SIGNATURE [REDACTED]										