



Re: PTK accident

Mark Ebben to:

Douglas Peterson

06/25/2013 10:41 PM Hide Details

From: Mark Ebben [REDACTED] To: Douglas Peterson/AGL/FAA@FAA,

6/26/2013 3:47:15 PM

On the afternoon of June 21st I was piloting a Cessna 172 (N757MK) and returning to my home field of PTK airport. It was not a busy time for PTK traffic and it was great VMC weather. I was arriving from the Northeast to fly a left hand downwind for runway 9L. On the start of my downwind leg the control tower gave me clearance to land runway 9L. He also gave take off clearance to Cessna 9926Q. I could see 9926A starting take off as I continued on my downwind leg.

As I turned base leg for 9L, I looked down at the runway and could see 9926Q aloft but I was a little puzzled by it. It just didn't look right. He should have been a LOT further along in the climb and distance than he was and I thought I saw something else amiss because it looked like he had some flaps out. Then as I continued my decent and turned on to final, 9926Q was still lagging for an aircraft taking off and climbing out. While continuing my final I looked again down the runway and saw him just wallowing in the air with flaps extended. I could not tell exactly how much from my distance but my guess at that instant was more than 10.

As I flared, I heard over the radio 9926Q tell PTK tower he thought he was a little over weight and needed to return. As I slowed to exit at the "Juliette" turnoff, I still saw 9926Q at about 100-200 feet AGL at the threshold area of 27R and his wings were shaky. I could not believe what I was witnessing. Very shortly then, the left wing dipped, the aircraft fell out of the sky hitting left wing 1st then pivoting 180 degrees with a big divot of dirt thrown up in the air. I continued to watch as I stopped on the Juliette turnoff and about 3-5 seconds after the impact a fire ball about the height of the Cessna erupted.

Immediately PTK called out: "ALL AIRCRAFT STOP!" I was holding that position as PTK tower was busy with the emergency. After about 20 minutes, I asked PTK tower if I could just move from the Juliet turnoff, directly cross taxiway Delta and park in the grass by T-hangar row "K". Request was granted. As I did, another pilot from the K hangar row helped me temporarily secure my plane. This pilot himself was getting ready to taxi from his K hangar row for a flight and saw the same things I saw happen with 9926Q. We both saw flaps extended.

I am very familiar with 9926Q because it is part of the Flight 101 Cessna fleet which I have been renting from these last 18 years. I have logged many hours in that aircraft and as recently as the Memorial Day weekend. I did PTK-OSC-PTK trip with my wife, 2.6 hrs total time on the Hobbs. I can say there was nothing unusual about its performance and flight characteristics then.

Anything else you need let me know. Mark.

From: Brian Scott [mailto: [REDACTED]]

Sent: Wednesday, July 17, 2013 3:12 PM

To: Scott Arnold

Subject: Re: Witness statement

Hello,

My name is Brian Scott and i work at Avantgarde aviation. On the 21st of June just after lunch I was working on a Cessna 210 right by the open hangar bay door . I heard an aircraft having engine trouble and I looked up and saw an aircraft about 100 feet from the ground to my right. The engine was spitting and sputtering. I observed the aircraft crabbing about 30 degrees while flying straight in line with the runway . While It was crabbing the engine was quiet. The engine revved up one more time and was again spitting and sputtering . It then began to nose dive. While in the dive the engine revved up one more time and at the end made a loud pop. The aircraft hit the ground and spun around so the copilot side was facing me. When it hit the ground, the door came open on the copilot side. I than began to run towards the aircraft. I saw a small fire under the right front corner , around the firewall area. I then ran back to the shop and grabbed a fire extinguisher . I ran towards the aircraft and I got within 20-30 feet of it ,but by that time the fire was inside the cockpit and over the wings. I could see the outline of a body in the flames. I realized that there was nothing I could do so I turned and walked away. Mike from the airport fire crew drove up in a van and asked if I was from the crash . I told him I was not and that they were all still in there , nobody got out.

If you need anything else please call me.

Brian Scott
[REDACTED]

From: Bob Shuman [mailto: [REDACTED]]
Sent: Friday, June 21, 2013 4:38 PM
To: eyewitnessreport
Subject: Oakland County International Airport, Waterford, Michigan

Hello, I'm an instrument rated private pilot. Earlier today I was at KPTK, Oakland County International Airport, in Waterford, Michigan where I was scheduled to take an Instrument Proficiency Check flight with my flight instructor. I arrived at my hanger early to clean the plane a bit and to pre-flight the plane. I completed this work and at about 1:40 p.m. or so sat down in my hanger, Q3, to check my emails, weather, etc. before my 2 p.m. IPC. At some point, I heard a loud engine noise and looked up from my phone, and saw the plane hit the ground today. The plane seemed to come straight down landing upright on its landing gear. My first thoughts, all this happened in a moment, were why was the plane facing west when for the past hour everyone had been taking off to the east, my next thought was why was it on the grass, and then I realized it was a crash, the cowling engine area of the plane burst into flames, the flames started very fast two seconds or so after the plane touched down, I grabbed my fire extinguisher from my plane and started running toward the aircraft. I saw two other individuals with fire extinguishers from Avantgarde Aviation, a repair facility closer to the crash, also running toward the damaged aircraft. As I was about half way to the downed aircraft I realized that the flames were so big fire extinguishers were not going to help. As I was about three-quarters of the way to the aircraft, the first airport fire truck arrived ahead of me and started shooting foam at the aircraft.

By the way, my hanger Q3, is immediately adjacent to taxiway D and the run-up area for 27R and the hanger door faces east. From where I sat I had a clear view of the crash. However, because I was sitting in my hanger, I could not see the plane until just moments before it hit the ground.

I briefly spoke to the Avantgarde techs and then returned to my hanger. I then called my flight instructor. I then pulled out my handheld radio, listened to the airport ATIS, and learned the airport was closed. Sometime thereafter my flight instructor called me and we decided to cancel the IPC and I returned to work in Walled Lake.

My contact information is below. This is certainly a terrible tragedy. I offer my deepest condolences to the families of those who perished in the accident.

Should you wish to speak with me, my contact information is below or please feel free to call me on my cell at [REDACTED].

Bob Shuman
Shuman Chrysler Dodge Jeep Ram
[REDACTED]
Walled Lake, Michigan 48390-0125

[REDACTED]