



RECORD OF CONVERSATION

Aaron M. Sauer
Aviation Accident Investigator
Central Region

Date: January 30, 2018
Person Contacted: FAA Inspector Guy Fairbairn
NTSB Accident Number: CEN18LA086

Narrative:

FAA Inspector Guy Fairbairn and Inspector Mike Costellos participated in a postaccident examination of N6UP with mechanic Mr. Rusty Bauman, East Texas Turbines. Examination of the airplane revealed the right generator current limiter was failed (blown). The mechanic connected a battery to the airplane and the left propeller immediately began to rotate. After troubleshooting, the mechanic determined there was uncommanded voltage to the left starter which was caused by the left starter relay that failed at the engine start prior to the flight. During the flight, the right generator was managing all the airplane's electrical load, and the cumulative electrical load exceeded the capacity of the right generator current limiter and it failed. At that point, the airplane electrical load was only being supplied by battery power.

The mechanical reason for the nose landing gear not extending during the pilots' emergency landing gear extension procedure could not be determined.