



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: August 15, 2018
Person Contacted: Jeffrey L. McKenzie
NTSB Accident Number: ERA18LA215

Narrative:

Mr. Jeffrey L. McKenzie was contacted by phone on August 14, 2018, at 1208 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation, but indicated that he was at work. It was agreed to have NTSB contact him the next day at 0900 EDT. During the brief phone call he confirmed he was 1/3 owner of N1693R.

On August 15, 2018, at 0858 EDT, Mr. McKenzie was contacted at the same phone number as the day before. At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided a home address of [REDACTED] Georgetown, SC [REDACTED]. He confirmed he was 1/3 owner of N1693R, a Cessna R182, which occurred on April 25, 2017. Another owner was Ervin Lambert. During the previous annual inspection, he reported that the aircraft's battery was replaced. There were no other issues noted during the annual inspection, and there have been no issues related to the alternator since he became a 1/3 co-owner.

He holds a private pilot certificate with airplane single engine land, airplane multi-engine land, instrument airplane, and rotorcraft helicopter ratings. He holds a 3rd class medical certificate with

a limitation that glasses must be available for near vision issued March 23, 2017. He has 376 hours total flight time, of which 91 hours were in the accident make and model airplane.

The purpose of his planned 15 to 20 minutes flight was to follow Mr. Ervin Lambert who was flying a Piper Cheyenne from his private airstrip located in Andrews, South Carolina to the Florence Regional Airport (FLO), Florence, South Carolina, for maintenance. He (Mr. McKenzie) did not have a flight plan filed and was the sole occupant.

In preparation of his flight in the Cessna R182, he performed a preflight inspection of the airplane using a copy of the checklist from the airplane's Pilot's Operating Handbook (POH). After the completion of the inspection he attempted to start the engine but could not because the battery was dead. They then utilized a 24V start box and was able to start the engine. He was asked if a mechanic checked the airplane to determine the reason and he replied a mechanic did not check it. After the engine was started he checked all gauges and reported normal indications, including the alternator which was working. The ammeter indicated zero or a "hair to the right of zero" after the engine was started. He then waited for the Piper Cheyenne, and both airplanes subsequently departed the private grass airstrip which was located about 5 miles west of the Robert F Swinnie Airport (PHH), Andrews, South Carolina, en route to FLO. He indicated that he departed between 1310 and 1315¹, and after becoming airborne he communicated with Mr. Lambert discussing that he would fly at 2,500 feet mean sea level (MSL) while Mr. Lambert indicated he would fly at 4,500 feet MSL. He proceeded towards FLO and obtained the automated terminal information service (ATIS) from FLO using the Garmin 530, then established contact with Florence Approach. He was assigned transponder code 5212 and radar identified. He was advised to notify the controller when the airport was in sight. About 10 minutes into the flight while flying at 2,500 feet MSL, while performing a scan of the engine instruments he noticed that the fuel gauges indicated zero, then glanced to the ammeter located above the fuel gauges and noticed it was indicating discharging, or 3/16 to the left of zero. He was asked if he performed any procedures per the POH and he indicated he did not. He was also asked if he consulted the POH for the discharging condition, and he indicated he did not.

The flight continued towards FLO on a left base leg for runway 27, and about 5 minutes later, the screen for the Garmin 530 went blank. While on a left base leg of the airport traffic pattern for runway 27, he contacted Approach Control, and asked them if they had transferred him to the tower. He was advised to contact the tower and he called them on 125.1 MHz, and was cleared to land. He moved the landing gear selector handle to the extend position, but the single landing gear light did not illuminate. At that time, he also moved the flap selector handle, but reported he did not think the flaps extended because they were electrically operated. He observed the nose landing gear in the mirror and reported it was down. He turned onto final and with no gear down indication, he raised the landing gear selector handle then lowered it again, but again there was no landing gear down indication from the single light. He then requested a flyby of the tower to confirm that the landing gear were down. He performed a flyby of the tower and was informed that the landing gear appeared to be locked. During the start of a missed approach, he was informed by the tower that he was communicating on the Guard frequency of 121.5 MHz. He

¹ He indicated that he was not exactly sure on the times, but these are a close approximation. FAA records indicated the time of the accident as 1312.

looked at his radio and switch to the Collins radio (Comm #2). In subsequent communications with the tower he was again informed that he was transmitting on the Guard frequency. He entered the downwind leg of the airport traffic pattern for runway 27, which he extended due to an airplane that was inbound on final for runway 27. He noticed the airplane that was on final and the tower asked him at that time what his intention was. He was unable to reply because at that time he lost all electrical power; all instruments were reading zero and he had no communicating capability. He turned onto base and final legs of the airport traffic pattern for runway 27, and performed a shallow approach. He touched down on the main landing gears, and held the nose landing gear off the runway. At that time he thought the landing would be uneventful. After rolling between 500 and 1,000 feet, the end of the airplane became “squirrely” and he knew at that time the main landing gears were collapsing. The airplane started pulling to the left, and he applied left brake to avoid an approaching airport sign. While on the runway the left horizontal stabilizer and left wing contacted the runway. After coming to rest he secured the engine using the mixture control, and secured the avionics. A fire truck soon arrived and he was checked by medical personnel and released. The airplane was raised, the main landing gear were lowered using the hand pump, and the airplane was moved to a shop. He indicated at that point of the conversation that one thing he would’ve done different would have been to use the emergency extension to pump the gear down.

He indicated he was not injured, and was wearing the 3-point restraint. He later reported using the autopilot during the flight, but he disengaged it to descend when approaching FLO.

He owns a [REDACTED] auto parts store.

The airplane is insured. His adjuster is Eric Weidner. NTSB research indicates he is with Aviation LS, and his work phone is [REDACTED]

The digest was e-mailed to him for review on August 15, 2018. He replied on August 16, 2018, at 0736 EDT, with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on August 16, 2018.