



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Record of Conversation

Who: Mr. Mark Williams, Pilot/Owner

Date: April 2, 2021

I spoke with Mr. Williams after the airplane was examined and told him that the voltage regulator/alternator control unit (ACU) housing plug was loosely fitted and not properly mated. This would have resulted in the battery being the only source of electrical power. I asked Mr. Williams if he had encountered any turbulence while en route, and he mentioned that after he departed Savannah, he had to navigate around thunderstorms and he encountered turbulence and a strong headwind. He said at one point his head hit the ceiling of the airplane. We discussed the possibility of the housing plug losing its connection because of the turbulence.

Mr. Williams said that he had no previous issues with the electrical system, and there was no recent maintenance conducted to the electrical system at the last annual inspection. The pilot flew the airplane cross country after the annual inspection and reported no problems with the electrical system up until the time he began to lose electrical power.

Mr. Williams reiterated that he was very much focused on getting the airplane on the ground, and he was concerned about the high TIT reading. He said that when he extended the gear, it felt like it normally does when its extended and locked. He also has external side mirrors so he can see the landing gear, and he said it appeared that it was fully extended.

Leah D. Read, Sr. ASI