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**Date:** 1/12/2023

**Subject:** ERA23LA064, Correspondence with pilot of N101DC, Mutaz al  
Sajee

The following is a summary of the telephone interview on 1/12/2023.

Mr. Sajee reported that, as of the date of the interview, he had not been contacted by anyone from the FAA. I explained the NTSB definition of aircraft accident and informed him that the aircraft sustained substantial damage. During the gear-up landing, the belly skin scraped through and damaged the associated structure.

I informed Mr. Sajee that the information he provided could not be kept confidential and that I would prepare a record of conversation to document the information he provided. I also explained the NTSB's relationship with the FAA during our investigations and that I would provide all factual information to them as a party to the investigation.

Mr. Sajee reported that the airplane had been flown since the 25<sup>th</sup> of October with both alternator warning lights illuminated continuously. Brian Fricks was the mechanic who worked on the airplane, cleared the airplane for flight, and he told Mr. Sajee to fly the airplane, "...there was nothing wrong with it." Everyone was flying the airplane for about two weeks with both alternator lights on.

Zach Powell and Jason Shurburt, who managed the airplane at Greenville Aviation, looked over the reports that he provided to the NTSB, and they did not allow him to provide all the information. They told Mr. Sajee not to tell the NTSB or FAA about the alternator lights being on, because Mr. Sajee would "...lose his license." "Only give the NTSB short words, short answers." Mr. Sajee stated that he really wanted to tell someone about this condition with the airplane.

Mr. Sajee then stated that the load meters were "jumping" during the last three days prior to the accident. The load meters would jump from zero to 4, zero to 5. The load meters were not reliable.

After the accident, in conversations with Zach Powell and Jason Shurburt, they told him not to mention the previous problems with the electrical system to investigators. Then Jason told Zach, "...we have to get the plane back, because if they check it, they will find car parts from Auto Zone, alternator belts..."

About three days after the accident, Zach and Jason asked him to come to the office, and bring his logbooks. They asked him to falsify his logbooks, which he refused to do. They asked him to cut pages from his logbook, then they asked him to "lose" the

logbook and get another at the bookstore. I reviewed Mr. Sajee's NTSB 6120.1 flight times, which included 43 hours in the Baron and 625 hours total flight time. Zach told him to report, for insurance purposes, 950 hours total and 250 multi-engine (Mr. Sajee reported 136 hours multi-engine on the NTSB 6120.1). Zach told him to falsify his logbook. Mr. Sajee refused.

Regarding the accident flight, Mr. Sajee provided more detail regarding the electrical issues. He stated that the alternator lights were both on during the accident flight, and he even took videos with his iPhone, which he would provide.

I asked Mr. Sajee to explain the airplane's engine performance during the flight. He stated that, after passing the checkpoint that got him past Atlanta airspace, the sun shield in the cockpit was "vibrating." Once he lost his Garmin panel, and it was getting dark, he looked at the ForeFlight display on his iPad and noted that he pushed the engine controls forward, but the airplane was losing altitude and slowing. It was also more quiet in the cockpit. He used the ForeFlight display to reason that he was losing partial engine power. He could not see the engine gauges in the airplane because it was too dark. Not zero, and not full power.

Regarding the alternate gear extension, he reported that he had difficulty accessing the emergency landing gear extension handle because of the aft cabin carpet and a plastic cover. He had trouble turning the handle because of this condition. "I was hitting something with my hand." Also, he did not want to crank the gear down all the way because he did not want to add drag with the loss of engine power.

Mr. Sajee reported that management put pressure on him to fly the airplane, even with the known electrical system problems. He stated that, because of their contract, the airplane had to keep flying, "...no matter what, otherwise they would lose the contract." The airplane carried medical samples for Covid-19 testing.

At the time of the accident, Mr. Sajee possessed a first class FAA physical, dated 10/25/2021, with the restriction, "Must wear corrective lenses."