



NTSB RECORD OF CONVERSATION

Adam Gerhardt
Air Safety Investigator
General Aviation Accident Investigation Division, AS-20

Date: 1/30/2017
Person Contacted: Gary R. Rucker (FAA Las Vegas FSDO)
NTSB Accident Number: GAA17CA126

Narrative:

The following is a summary of a conversation that occurred with the FAA inspector assigned to the accident:

- He reported that he arrived at the accident site about two to three hours after the accident.
 - The inspector reported that he “switched the master switch on” and observed electrical equipment turn on.
 - He reported that he could hear that the gear motor was still running.
 - The inspector stated that the left wing had buckling and was substantially damaged.
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Date: February 1, 2017
Person Contacted: Gary R. Rucker (FAA Inspector)
NTSB Accident Number: GAA17CA126

Narrative:

The following is a summary a statement provided via email from the FAA inspector who inspected the accident airplane:

“The battery had a full 12 volts, all electrical conductors were tight, no shorting found, the alternator belt and connections were good, electrical busses were good, main battery and alternator rocker switches operated correctly, power came on to all systems when battery switch was selected to (On), I had three green indications for all gear positions when the aircraft gear was pulled down and locked.”