



RECORD OF CONVERSATION

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Air Safety Investigator
General Aviation Accident Division

Date: 11/20/2018

Person Contacted: Jeff Kingsbury (owner and passenger)

NTSB Accident Number: GAA19CA069

Narrative:

The following is a synopsis of the information provided by the owner in a telephone conversation on this date:

- The owner's regular pilot was not able to fly so he inquired for a substitute pilot. Charles White, 73 years old pilot, was recommended by an acquaintance and then was hired by the owner after a phone conversation; the pilot had about 4000 hours of total flight time.
- The owner and the pilot had their first meeting the day of accident about 1300, at Sumner Regional County Airport. They went to the airplane and the pilot started a preflight, which included in the addition of fuel and oil. After the preflight, they got into the airplane the pilot in the left seat. After starting the airplane, the pilot taxied to runway 17 and after getting clearance, took off from runway 17, departed to the south, followed by a 180 turn for a northbound heading.
- Shortly after, the MFD and GPS turned off and verified that the pilot did not turn the alternator on.
- After situating the alternator and GPS/MFD, the pilot requested flight following; the pilot was instructed to climb to 6500 and a squawk code was given by ATC
- The pilot seemed confused regarding the autopilot system so the owner programed the climb and altitude hold. The pilot seemed unsure of the altimeter setting so owner set altimeter code provided and appeared to miss some radio calls.
- About 40 miles outside of the destination airport, still under flight following, the airport was loaded into the GPS. The GPS provided a destination airport ceiling of about 2,000 feet above the ground.
- The pilot was confused over the GPS so the owner helped the pilot reload the airport.
- After the GPS was situated, the airplane descended to 2,500 ft agl and though there was haze, they were able to see the ground but not the airport. The GPS cued the pilot that they airplane was over the airport and advised the pilot to turn 180° towards the airport, and the pilot followed and turned

180 towards the airport; they immediately saw the airport environment and the pilot decided to land on runway 27.

- The pilot's approach was off runway centerline and high, so he initiated a go-around.
- At this time, the owner doesn't don't recall the pilot engaging the flaps or configuring the landing gear; he told the pilot normal airport pattern speed was 110 knots.
- The pilot then entered a sharp 180 turn to the left and initiated an approach to runway 09
- The airline's heading was slightly left of runway centerline when the airplane touched down. Immediately, the airplane veered left, exited the runway and struck a bush and a fence. The left wing separated, and the airplane continued to slide on the terrain and came to rest upright.
- The owner reported no mechanical issues with the airplane or the engine that would have precluded normal operation.