



RECORD OF INTERVIEW

Date: July 5, 2016

Time: 1000 PDT

Person interviewed: Gregory D. Zaser (pilot/owner of accident airplane)

Subject: Personal onsite interview with accident pilot (WPR16LA127)

On July 5, 2016, the NTSB IIC, and the FAA IIC for the above referenced accident, interviewed the pilot/owner of the accident airplane, Gregory D. Zaser, relative to the sequence of events that resulted in the accident. The following notes, which were taken by the NTSB IIC, were based the pilot's best attempt to remember the sequence of event that resulted in the gear up landing on runway 13R at Boeing Field (BFI), Seattle, Washington, about 0220, June 2, 2016,

The pilot stated that after departing on and IFR clearance from Reno, Nevada, and after having reached 24,000 ft, he encountered mixed rime ice, at which time he activated all of the anti-ice equipment. He added that he left the ice equipment on for the entire flight, which included the landing; the flight was about 2.5 hours in duration. While in the Boeing Field terminal area at 2,200 ft and being vectored for the ILS approach to runway 13R, he noticed that both generator circuit breakers had tripped (popped out). He said he then reset them, and they stayed in. Shortly thereafter, and while being given the final vector for the approach, his entire instrument panel went dark, which he said included all three green landing gear position lights, as well as the warning horn for the landing gear. He looked for the position of the circuit breakers, but it was dark, and he could not see them. The pilot said that at this point the pilot he decided to get the airplane on the ground, as he felt it would be better not to fly around in the dark troubleshooting and making matters worse. He said he placed the landing gear selector switch in the Extend position, thought he heard the gear extend and flaps extend, but was unsure if the gear was down or not. There was no gear Down and Locked light illuminated, and the gear warning horn did not sound. The pilot said that he then landed gear up.

The pilot mentioned that when it was light and while in the process of recovering the airplane, when it was lifted up by a recovery team, he noticed that one of the two generator circuit breakers was popped out, which he previously said in the interview that he could not see, as it was dark. He said that when he reset the breaker the landing gear extended normally, the green Down and Locked lights illuminated, and the gear warning horn worked. The pilot said that he

thought that the tripped breaker was the reason he could not extend the landing gear. The pilot also revealed that when the second generator circuit breaker was examined it didn't work, so the airplane was only working on one circuit breaker. When the NTSB IIC asked the pilot about the icing equipment being on for the majority of the flight, i.e., from the time he reached 24,000 ft until he landed gear up, he confirmed that that was the case. When confronted with a copy of the checklist, which the pilot had supplied earlier, and in reference to item #5 in the checklist, which instructed the pilot to reduce electrical loads in the event of an electrical/generator failure, the pilot said that that might have been the problem. The pilot, when asked if he had used the checklist to either reduce electrical loads or to extend the landing gear by following the Emergency Landing Gear Extension Procedure, he replied that he had used neither. He that his primary concern was to land and get the airplane on the ground.

Thomas M. Little
Senior Aviation Accident Investigator
National Transportation Safety Board
Western Pacific Region
Federal Way, Washington