


RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 2:00 PM	DATE 06/19/2012										
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Jay Machleit and Mr. Harry Brooks at Peachtree-Dekalb Airport(PDK) with N826JH		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%; padding: 2px;">SYMBOL</th> <th style="width: 50%; padding: 2px;">INITIALS</th> </tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> </table>		SYMBOL	INITIALS								
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SUBJECT N826JH accident investigation at PDK on June 18, 2012													
DIGEST Myself and Mr. Mark Ricker was conducting a post accident aircraft inspection of N826JH. Mr. Jay Machleit and Mr. Harry Brooks and a friend of Jay Machleit (Mr. Josie Rivera) showed up during our inspection. We introduced ourselves and Mr. Machleit indicated that he just got released from the hospital. He told us that he recieved no injuries but was sore. I asked about the condition of the other passenger that was on the flight Mr Daniel Johnson and he said, Mr. Johnson recieved no injuries and was already back home in Alabama. Mr. Machleit said the last known condition of the pilots was that he heard both pilots had broken or cracked vertbra and where under alot of medication. He then asked if he could retrieve some personnal items off of the aircraft and Mr. Ricker assisted on finding the items he requested. During this time i asked Mr. Machleit if this flight was for personnal business and he responded, "Yes". I asked Mr. Machleit if he could tell me what happened after they came to a stop, he proceeded to tell me after the aircraft came to a stop that he reached for the door and opened it. Once he opened it he heard the engines still running, he yelled to the aircrew to shut down the engines down. They both looked back at him and did not respond. He then yelled again to shut the engines down and he said one of the pilots reached down and shut the engines down. He then opened the cabin door and Mr. Johnson and himself exited the aircraft. He looked into the cockpit and yelled at the aircrew to exit the aircraft. He went back to the cabin door and helped one of the crew members exit the aircraft and took him away from the accident scene. He returned for the other crew member and found him walking toward the back of the aircraft. He grabbed													
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Machleit and Mr. Daniel Johnson will provide statements for the accident investigation, and Mr. Brooks will contact me for N826JH maintenance documents.													
DATE 06/25/2012	TITLE Air Safety Inspector	SIGNATURE  Russell Standifur											

DIGEST (CONT.):

the crew member and took him over to the other crew member. He stopped the conversation and said he would provide a statement on the events that happened.

I told Mr. Machleit that i wanted to make arrangements with him to view the maintenance documents. Mr. Brooks volunteered to fly the maintenance documents from Mr. Machleit's base of operations in Alabama to PDK.


Mr. Machleit agreed to this arrangement and Mr. Brooks indicated he could bring them next week after he meets with Mr. Machleit. I told Mr. Brooks to contact me when we could meet up for me to view them.

I reiterated to Mr. Machleit that i will need a statement from him and the other passenger Mr. Daniel Johnson for the accident investigation. He agreed and told me he would provide one next week.

Mr. Machleit retrieved the belongings he was looking for and left.

FAA Form 1360-33 (4-75) Formerly FAA Form 1522 AFS Electronic Forms System - v2.2

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL	TIME 3:30 PM	DATE 06/20/2012
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Alefredo Aleido Ph # [REDACTED]	ROUTING	
	SYMBOL	INITIALS
SUBJECT Accident investigation of N826JH		
DIGEST Mr. Aleido acknowledged he was the pilot of N3558E on June 18, 2012 that was on final to land on Runway 20R during the time the N826JH was coming into land on Runway 20L. He stated that Air Traffic Control (ATC) asked if he could see traffic in his vicinity. He told ATC that he could not see traffic. Shortly after that transmission he saw N826JH pass over top of him going to the left and at a steep angle to line up with Runway 20L. He guessed the separation between his aircraft and N826JH was around 200 to 300 feet when he passed over him. He turned his attention back to final and saw N826JH was passed the numbers on Runway 20L trying to touchdown. Several moments later he heard a transmission from ATC asking a aircraft to "Abort, Abort." He responded to ATC and asked if they were talking to N826JH, ATC responded back to him and said "Negative". He proceeded with his landing returned to the ramp. He said ATC never asked him to talk with them before he shut down the aircraft.		
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Aleida is going to provide a statement.		
DATE 06/21/2012	TITLE Air Safety Inspector	SIGNATURE Russell Standifur

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 1:15 PM	DATE 06/26/2012								
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Philip McClendon		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%; padding: 2px;">SYMBOL</th> <th style="width: 50%; padding: 2px;">INITIALS</th> </tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> </table>		SYMBOL	INITIALS						
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SUBJECT N826JH accident investigation at Peachtree-DeKalb Airport (PDK) on June 18, 2012.											
DIGEST I called Mr. Philip McClendon to interview him by phone on the accident. I asked him a few questions before he recalled what he remembered about the events leading up to and including the accident. He said his injuries where a lower vertebrae compression fracture and facial injuries. He stated that he was the PIC for this flight and filed a CFR 91 IFR flight plan from Gadsen, AL (GAD) to Peachtree-Dekalb, GA (PDK) continuing onto Jacksonville, FL (JAX) with two passengers aboard and intended to drop off one passenger at PDK and taking the other passenger to Jacksonville, FL. He did not recall how much fuel was put onboard at GAD but remember's the landing weight figures coming into PDK was around 15,200 lbs. because the flight was only 25 to 30 minutes. He said the entire flight was uneventful until tower or approach control contacted him about traffic when they were coming in on final, he remembers the aircraft's(N826JH) TCAS alert was sounding off and had turned yellow during this time also. The tower indicated that traffic was 300 feet above him, but he could not verify and decided to continue on final and get the aircraft on the ground. He said this was a major distraction for him and felt rushed to get the aircraft on the ground. When the aircraft was over the runway he recalled that they used up 25 to 35 percent of the runway before touchdown. After touchdown he applied brakes but brake effectiveness was very low. He applied more pressure but did not get a reaction from the aircraft with the applied pressure. The aircraft brakes were applied from touchdown until the aircraft came to rest after going off the runway. He said that after they came to a stop, Jay Machleit (owner) yelled at him to shut the engines down so they could get out.											
CONCLUSION, ACTION TAKEN, OR REQUIRED The pilot is also providing a statement to support this phone interview.											
DATE 06/26/2012	TITLE Air Safety Inspector	SIGNATURE  Russell Standifur									

DIGEST (CONT.):

He reached down and pulled the power levers to the cut-off position and proceeded with shutdown procedures, including selecting the fuel and hydraulic selectors to the off position and other switches in accordance with the shutdown checklist. After the checklist was complete, he got out of the aircraft and Mr. Machliet met him at the doorway and helped him out. They went to a bench across the street away from the aircraft. I then asked him if he recalls the flap position and he said it was at 30 degrees for landing and does not recall that he or his co-pilot verified flap position by calling it out or looking at the indicator. I asked if he activated the thrust reversers and he said "I don't believe so, but I do remember calling it out, but memory is fuzzy recalling this action and that this was not a normal deal". I asked him to explain the statement "that this was not a normal deal" and he said "the traffic distraction was a big deal and how they got the aircraft on the ground". I asked him if they had any maintenance issues on the flight or in the past. He said "no". He said the aircraft had been sitting for over 6 months until recently when the owner started using it again and that he was responsible for keeping the aircraft maintained for the owner. The reason the aircraft was idle for 6 months was because they took the aircraft to a maintenance facility in Birmingham, AL for a "A" check inspection. He indicated that this was one of the cheapest inspections on this type of aircraft. The maintenance facility billed them for \$80,000 dollars and the aircraft sat on the ground for 2 months after that. They got a ferry permit for the aircraft to bring it back to Gadsden, AL to finish the "A" check. The aircraft then got the "A" check completed after 4 months and they started using the aircraft again. They have had no maintenance issues for the last 6 months. He asked me about the email I sent him on what information I needed in his statement and I told him it was information for the FAA Form 8020-23 that I need to complete for the accident investigation. I told him I would need a statement of what he recalled of the events of the accident as soon as possible and he acknowledged that he would provide me with one by the end of the week.