	And specific and s		TIME	DATE	
RECORD OF V	ISIT X CONFERENCE OR	TELEPHONE CALL	9:00A	6/19/	12
NAME (S) OF PERSON (S) CONTACTED				ROUT	
Doug Lackey, Epps Avi	aiton Line Service Supervisor			SYMBOL	INITIALS
SUBJECT Accident Investigation (of N8261H				
7 Toolaont Investigation	71 11020011	***			
DIGEST					
Aircraft appeared to be	coming in faster than what he nor	mally sees after 13 ye	ars of watching	planes lane	d. He
said he knew it when he	saw an aircraft coming in too fast	. He noted that the fl	ag in front of E	pps appear	ed to
have about a 5 knot win	d, but not strong. He was standing	g on the first row of th	ne Epps main ra	amp in the	second
position next to a DC-3	. He told me the aircraft touched of	lown at the PDK VO	R antenna on R	unwav 20L	·
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CONCLUSION, ACTION TAKEN, OR REQ			and the second		***************************************
I received the requested	information.				

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DATE	TITLE	SIGNATURE			
06/22/2012	Aviation Safety Inspecto	r	Mark C. R	icker	**************************************

			TIME	DATE	
RECORD OF \(\bigcup \)	VISIT CONFERENCE OR	TELEPHONE CALL	9:15 AM	06/19/2012	
NAME (S) OF PERSON (S) CONTACTE	ED OR IN CONFERENCE AND LOCATION			ROUT	ring
Paul Bowen, Epps Avia	ation Line Service			SYMBOL	INITIALS
			THE RESERVE OF THE PROPERTY OF		
Accident Investigation	of N826JH			,	
Mr. Bowen noted the a	ircraft in question coming in at	a high rate of speed. H	e hit hard when	he landed.	A large
& dark blue puff of sm	oke appeared when the wheels	touched down. Mr. Bo	wen was adjacen	t to taxiwa	y Bravo
to the side of the Epps	FBO looking down Runway 16	6/34 towards the VOR.	He noted that the	e aircraft to	ouched
down close to the PDK	VOR antenna. Mr. Bowen die	d not hear the aircrafts	/R's deploy due	to another	aircraft
running next to him.				and and the state of the first s	om friedric (FEE, FFE, FFE, FFE, FEE, FEE, FEE, FEE
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CONCLUSION, ACTION TAKEN, OR RE	OLUDEO.				
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DATE	TITLE	SIGNATUF			more and a
06/22/2012	Aviation Safety Inspe	ector	Mark C. R	icker	

			That'	DATE	
RECORD OF 🔲	VISIT CONFERENCE OR	TELEPHONE CAL	L 2:00 PM	06/19/2012	
NAME (S) OF PERSON (S) CONTACTE	ED OR IN CONFERENCE AND LOCATION			ROUT	TING
Mr. Jay Machleit and N	Mr. Harry Brooks at Peachtree-I	Dekalb Airport(PDK)	with N826JH	SYMBOL	INITIALS
-					
<u> </u>					
-					
SUBJECT N826JH accident inves	stigation at PDK on June 18, 20	012			
DIGEST Myself and Mr. Mark I	Ricker was conducting a post ac	ccident aircaft inspec	tion of N826JH. M	r. Jay Macl	nleit and
Mr. Harry Brooks and	a friend of Jay Machleit (Mr. Jo	osie Rivera) showed	up during our inspe	ction. We	
introduced ourselves as	nd Mr. Machleit indicated that	he just got released f	rom the hospital. H	e told us th	at he
recieved no injuries bu	at was sore. I asked about the co	ondition of the other p	passenger that was	on the fligh	t Mr
Daniel Johnson and he	said, Mr. Johnson recieved no	injuries and was alre	ady back home in A	Alabama. N	1r.
Machleit said the last k	known condition of the pilots w	as that he heard both	pilots had broken	or cracked	vertbra
and where under alot o	f medication. He then asked if	he could retrieve son	ne personnal items	off of the a	ircraft
and Mr. Ricker assisted	d on finding the items he reques	sted. During this time	e i asked Mr. Mach	leit if this f	light was
for personnal business	and he responded, "Yes". I ask	ted Mr. Machleit if h	e could tell me wha	it happened	after
they came to a stop, he	proceeded to tell me after the	aircraft came to a stop	p that he reached fo	or the door	and
opened it. Once he ope	ened it he heard the engines still	running, he yelled to	the aircrew to shu	t down the	engines
down. They both looke	ed back at him and did not respo	ond. He then yelled a	gain to shut the eng	gines down	and he
said one of the pilots re	eached down and shut the engin	nes down. He then op	ened the cabin doo	r and Mr. J	ohnson
and himself exited the	aircraft. He looked into the coo	ekpit and yelled at the	e aircrew to exit the	<u>aircraft.</u> H	le went
back to the cabin door	and helped one of the crew mer	mbers exit the aircraf	t and took him awa	y from the	accident
scene. He returned for	the other crew member and fou	nd him walking towa	ard the back of the	aircraft. He	grabbed
conclusion action taken or re Mr. Machleit and Mr. I	quired Daniel Johnson will provide sta	tements for the accid	ent investigation, a	nd Mr. Bro	oks will
contact me for N826JH	I maintenance documents.				
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DATE	TITLE	SIGNATURE			Parties of the Control of the Contro
06/25/2012	Air Safety Inspecto	or	Russell Sta	mdifur	

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 inv He agreed and told me he would provide one next week.	estigation.					
Mr. Machleit retrieved the belongings he was looking for and left.						
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FAA Form 1360-33 (4-75) Formerly FAA Form 1522 AFS Electronic Forms System - v2.2	- Industria					

DIGEST (CONT.):

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RECORD OF V	/ISIT CONFERENCE OR	▼ TELEPHO	NE CALL	8:45 AM	06/20/2012	
NAME (S) OF PERSON (S) CONTACTED	D OR IN CONFERENCE AND LOCATION				ROU'	TING
Randell Gober					SYMBOL	INITIALS
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Accident investigation	of N8261H					
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DIGEST	Calan CNI di Alii I	D 1 1 1 1				
Contacted Mr. Randell	Gober of Northeast Alabama	Regional Aviat	ion to requ	lest the fuel load	informati	on on
N826JH on the morning	g of June 18,2012. He stated the	nat their facility	serviced	N826JH and tor	ped off the	e wing
tanks and the fuselage t	ank. The fuel slip indicates the	ey put 465 gallo	ons of fuel	on board.		
I asked if he could fav a	me the fuel slip and any other	information in	volved with	the fueling of	he aircraft	+
1 donot is the could lax i	the the fact ship and any other	intormation inv	voived with	Tule lucinig of	inc ancian	
Mr. Gober said he wou	ald fax the information i reque	sted sometime	today.			
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CONCLUSION, ACTION TAKEN, OR REC	MIRED					
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06/20/2012	Air Safety Inspect	or		Russell Star	ndifur	

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RECORD OF \[\]	VISIT CONFERENCE OR	X TELEPHON	IE CALL	3:30 PM	06/20/2012	
NAME (S) OF PERSON (S) CONTACTE	OR IN CONFERENCE AND LOCATION		······································		ROU	TING
Alefredo Aleido Ph#	***************************************				SYMBOL	INITIALS
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SUBJECT						
Accident investigation	of N826JH	A the state of the				
DIGEST						
Mr. Aleido acknowleda	ged he was the pilot of N3558E	on June 18, 20	12 that w	as on final to la	ind on Run	way 20R
during the time the N82	26JH was coming into land on	Runway 20L. H	Ie stated t	hat Air Traffic	Control (A	TC)
asked if he could see tr	raffic in his vicinity. He told AT	C that he could	l not see t	raffic. Shortly a	ifter that	
transmission he saw Na	826JH pass over top of him goi	ng to the left an	nd at a ste	ep angle to line	up with R	unway
20L. He guessed the se	paration between his aircraft ar	nd N826JH was	around 2	00 to 300 feet v	vhen he pa	ssed over
him. He turned his atte	ntion back to final and saw N82	26JH was passe	ed the nun	nbers on Runwa	ıy 20L tryi	ng to
touchdown. Several mo	oments later he heard a transmi	ssion from ATC	Casking a	aircraft to "Ab	ort, Abort.	" He
responded to ATC and	asked if they were talking to N	826JH, ATC re	sponded l	back to him and	l said "Neg	gative".
He proceeded with his	landing returned to the ramp. H	Ie said ATC nev	ver asked	him to talk wit	h them bef	ore he
shut down the aircraft.					-	

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conclusion, action taken, or red Mr. Aleida is going to 1		· · · · · · · · · · · · · · · · · · ·			***************************************	***************************************
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RECORD OF V	/ISIT CONFERENCE OR	TELEPHONE CALL	1:15 PM		5/2012
NAME (S) OF PERSON (S) CONTACTED	D OR IN CONFERENCE AND LOCATION			ROUT	TING
Philip McClendon				SYMBOL	INITIALS
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SUBJECT				.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
N826JH accident invest	tigation at Peachtree-DeKalb A	Airport (PDK) on June 18	3, 2012.		
DIGEST			7 17 1	1	. C I
I called Mr. Philip McC	Clendon to interview him by ph	one on the accident. I as	ked him a few q	uestions be	etore ne
recalled what he remen	nbered about the events leading	g up to and including the	e accident. He sa	id his inju	ries
where a lower vertebrae	e compression fracture and faci	ial injuries. He stated tha	nt he was the PIC	for this fl	ight and
			_		
filed a CFR 91 IFR flig	ht plan from Gadsen, AL (GAl	D) to Peachtree-Dekalb,	GA (PDK) cont	inuing onto	3
Jacksonville, FL (JAX)	with two passengers aboard ar	nd intended to drop off o	ne passenger at	PDK and t	aking the
other passenger to Jack	sonville, FL. He did not recall	how much fuel was put	onboard at GAD	but remer	mber's the
landing weight figures	coming into PDK was around	15,200 lbs. because the f	light was only 2	5 to 30 mil	nutes. He
said the entire flight wa	as uneventful until tower or app	proach control contacted	him about traffi	c when the	y were
coming in on final, he r	remembers the aircraft's(N826J	H) TCAS alert was sour	nding off and had	d turned ye	llow
during this time also. T	he tower indicated that traffic	was 300 feet above him,	but he could no	t verify and	d decided
to continue on final and	l get the aircraft on the ground.	He said this was a maio	r distraction for	him and fe	elt rushed
	e ground. When the aircraft wa		The state of the s		'
percent of the runway b	pefore touchdown. After touchd	lown he applied brakes b	out brake effecti	veness was	very
low. He applied more p	ressure but did not get a reaction	on from the aircraft with	the applied pres	ssure. The	aircraft
brakes were applied fro	m touchdown until the aircraft	came to rest after going	off the runway.	He said th	at after
they came to a stop. Jay	Machleit (owner) yelled at hir	n to shut the engines do	wn so they could	d get out.	
CONCLUSION, ACTION TAKEN, OR REC	DUIRED		The street court	500 000	- Establish
The pilot is also provide	ing a statement to support this	phone interview.		announced the same of the same	***************************************
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DATE	TITLE	Tsig			
06/26/2012	Air Safety Inspecto)r	Russell Sta	ndifur	:
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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 setting 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 sit on the ground for 2 months after that. They got a ferry permit for the aircraft to bring it back to Gadsen, 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.