



## RECORD OF CONVERSATION

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All persons listed were interviewed by Zoë Keliher

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The following is a summary of conversation:

Tyrell Kelly

Mr. Kelly stated that he was the winter caretaker for the ranch. The pilot contacted the ranch about three days prior stating that he planned to fly in on the day of the accident. He said the purpose of the trip was to bring to people from a solar energy company to assess the property and offered to bring in a delivery of food too. As part of the preparation for the pilot to land, Mr. Kelly would leave a truck at the landing strip for them to commute to the ranch. On the day of the accident, the airplane landed about 1030 and the pilot and passengers took the truck to the ranch to assess the property. When they left the ranch to go back to the airport, it was about 1300 and Tyrell remembered closing the gate behind him. The pilot mentioned that he wanted to get out before the wind picked up. Mr. Kelly assessed that the wind was out of the south about 5 mph at the ranch when they left and it picked up later in the afternoon; the temperature was about 55 degrees Fahrenheit.

Mr. Kelly stated that there were small bags that they put in the truck that he assumed was equipment for the solar installation assessment. Nobody said anything of content and everything seemed normal. He indicated that the wind normally increases intensity around 1300 -1400. He didn't hear the airplane takeoff but noted that there were A-10 airplanes in the area.

Toby Schmidt

Mr. Schmidt, was the co-owner of the solar company, Creative Energies. He stated that there were three owners and they were all based in Salt Lake City. The other owners have indicated that they were going to assess the potential for a solar project at a remote ranch. One of the passengers, Andy, had indicated that the pilot was a past customer of his. This would've been the only time they went on the pilot's airplane. Andy had almost finished his private pilot license and then had to switch instructors, but that occurred about four years before the accident. Mr. Schmidt opined that there would've been to backpacks on board, totaling about 50 pounds.

Mary Short

Mrs. Short, the pilot's wife, stated the pilot had been flying since 1979. He'd originally started off the smaller planes and eventually moved up to flying a Lear jet. He'd been flying the route from Driggs to the ranch for about three years. She quantified him as being very detailed, especially when flying and would always look at the weather and the condition of the airstrip before he left. She specifically concerned if the airstrip was dry and that there was nothing more than muddy patches. They would go to the ranch every summer and constantly flying in and out of the airstrip. He was always very careful on the Canyon. She stated that she had seen the pilot experience to prior emergencies during which he would stay very calm.

Mrs. Short recalled that this was the pilot's first time flying into the airstrip since last fall. He would normally always depart and the direction away from the ranch. During his departure she stated that he would always fly straight out flightpath and how he would reach the Ridge and continue all the way out to the ravine before he started circling.

Mrs. Short further stated that the airplane had just undergone a major inspection in January when the front panel had gone out and the pilot had landed with no instruments. Heber Aviation in Utah would have all the

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maintenance records and OK3 performed recent brake maintenance. The pilot had gone from Park City, Utah and headed back to Driggs.

The pilot did not take any prescription medications although he did have prescription sunglasses. She talked to him about 1800 and he normally goes to bed at 2100, getting a full eight hours of sleep. The pilot had told her that he was going to the ranch in the morning for 3 to 4 hours and would be out by early afternoon before the basketball game. She got a voicemail notification of the airplane being missing around 1300 from a facility in Florida.

Tim Henderson (Idaho Transportation Department) comments:

Notified: 1714 by Idaho State Communications

Remarks: I Received a call from State Comm at 1714L with info regarding this incident and I then called Air Force Rescue Coordination Center (AFRCC - 800-851-3051) at 1720L. Mike Pape received a call from Andy Patrick of SP Aircraft (208-850-9991) at 1730L. Sgt. Turner at AFRCC reported they were working a 406 ELT as of about 1230L at coordinates of N44 35.5 W114 48.8 near Upper Loon Airstrip, U72, N723YQ. Pilots name: John Short with two passengers, three SOB total. After the initial call to AFRCC, I returned Mike's call at 1725L and we decided to launch in the C-206 to track the ELT. The CAP was also activated at 1800L. I proceeded to the hangar. On my way in, I received a call from the Idaho JOC at 1815L. They had info from a friend that worked in the area of the Upper Loon airstrip that two maintenance people on horseback from the Diamond-D ranch had found the airplane which was confirmed by the Custer County Sheriff's office. The Sheriff's office could not make it into the airstrip that night but was preparing to go in the following morning. We de-activated the CAP with AFRCC. The incident was still open until we could get the ELT de-activated.

activated and of the plans of the Custer Co. Sheriff's office. Incident closed with AFRCC at this time.

\* Items of interest:

Monday morning, I called AFRCC, Dan Connelly and inquired about why it took so long to contact us. He read the log as we were on the phone and he said that they dropped the ball on this one. Being a state that handles its own ELT's, he said that we should have been notified promptly. I asked him what they have for our phone procedures and what they have is correct. 8-5 they call the office at 334-8775. After 5 they call State Comm. There should be no reason for them not being able to reach us 24-7.

The number for Flight Service changed from xxx to xxx. However... this is the Flight Planning and NOTAMS number.

For SAR purposes the number xxx is better suited as it goes to the supervisors desk. Adjust your SAR Manuals accordingly.