



## 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 conversations:

### TAMMY AND HEATH L'HOSTE: OWNERS OF PERFORMANCE ONE

Tammy and Heath L'hoste are married and are owners of Performance One (PO), with Heath as the President and Tammy as the Vice President. They stated that the pilot, Mr. Ram owns a Husky and Columbia 400, which they performed maintenance on both those airplanes. The Evolution was owned by three previous owners and PO has been maintaining the airplane since after the last owner, Jim Henson, sold it to Alan last month (around May 22). The airplane was up for condition inspection and they did that and the pre-buy inspection.

After purchase, Mr. Ram had David Robinson from Elite Pilot Services (EPS) come to Arizona and fly him back to Redmond, Oregon, where he completed 30 hour of training. The airplane has incurred about 58 hours since Mr. Ram purchased it.

Mr. Ram had contacted PO the week prior to the accident and want them to fix some cosmetic paint cracks around the door and a chip on the leading edge. He additionally wanted to service the oxygen system because he thought it was leaking. PO had performed the work and had concluded that nothing was wrong with the oxygen system, but the pilot didn't understand the system and wasn't waiting long enough to deplete the door seals before trying to open the door.

On Friday July 14 about 1600, Mr. Ram came to pick up the airplane and a mechanic had noticed that during washing the airplane the left main landing gear micro switch had been damaged. While the president of PO replaced the micro-switch (about 35 minutes), Mr. Ram had the radios on and was checking weather in the area. He said he need to get back and departed shortly thereafter stating that he would do one circuit in the traffic pattern to make sure the systems were working okay and continue on to Deer Valley. The voltage had dropped to about 22.5-22.7 from the pilot having the radios on for the prolonged period.

After departure from 4R, he came around the east side of the airport and did a low pass with the landing gear and flaps in the retracted position. He continued to climb to about 1,000 feet agl and transmitted over the radio that something was wrong with his landing gear. He sent a text to the president of PO telling him the same thing.

The airplane began to slow and appeared to be approaching a stall. The president of PO called the pilot on the phone and told him to increase the power and climb to altitude where they could troubleshoot safely. The president instructed him to use the emergency landing gear dump valve, which the pilot responded was not working. The pilot stated the primary and multi function displays

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had gone out and the president asked if he had turned on the generator switch. The pilot replied that he “just cycled it.” He then said the system came back on and landed without incident.

After landing, the pilot and PO president discussed what had happened. The pilot showed him what he had done to try to use the emergency landing gear system, which the president corrected him stating that he had in fact pulled the parking brake and not the emergency dump. The pilot additionally admitted that he had forgotten to turn on the generator switch and when he did turn it on all the electrical came back on. He told the pilot he needed more time with EPS going over the emergency systems and that he would try to help walk him through everything. That night the pilot sent numerous texts thanking the president for saving his life and posted great reviews on social media websites.

The president of PO left town on Saturday and the pilot inquired when he could pick up the airplane. On Monday morning, the day of the accident, the maintenance crew put the airplane on jacks and performed multiple gear swings and checked the doors to ensure there was nothing wrong with the airplane as a basic safety check. They performed a run-up and everything looked good. The pilot showed up at 1430 to pick up the airplane and stated that he did not need to be refueled he regularly got fuel at Deer Valley. He departed about and then the following texts occurred:

1542: [maintenance facility]: hi there, how did the flight go?

1622: [pilot]: headed back. The system isn't charging. My voltage keeps dropping

1623: [maintenance facility]: Ok you want to pull up to that other hangar?

1625: [pilot]: At 22.9v and dropping

1626: [pilot]: be there in 20

1627: [maintenance facility]: Can u call heath? He wants to talk to you

1632: [pilot]: System not charging

1639: [maintenance facility]: Did u talk to health he wanted you to turn the ac off to save the battery

1644: FROM ANOTHER TELEPHONE NUMBER- This is Alan Ram. Coming back to you. The system isn't charging. My voltage keeps dropping.

1645: [maintenance facility]: okay health wants you to turn off ac to save battery life and call home if you can

1645: [maintenance facility]: Call him if you can

PCU fail if the generator fully depleted. 104-105amps (when recharging battery) if you turn a/c and the lights then might have blown PCU. 26 volts. 15-20 mins on the battery. 22.9 and low. Center consol plug in. Flying husky while at performance. Was configured with stall warning.

Tammy:

Tammy stated that the records she provided were the only records of actual work performed. When both her and Steve were asked if any other records existed she alluded that the pilot was provided with a document to help ease the mind of his fiancé. She explained that after the Friday incident that the pilot's fiancé was nervous to go flying with him in the Lancair. When asked to explain, Tammy stated that they tried to help in giving the fiancé an explanation of how they fixed the problem that occurred on Friday. She further stated that the fiancé was still too nervous to go on the trip and created an excuse to stay at home. Steve stated that he provided logbook entries of the actual work completed and alluded that he would not know about any other maintenance documents and I would have to ask Tammy about that.

Heath-

Takeoff- gear light indication (text him coming back and guide to hangar and would meet on taxiway. Then replaced micro switch. Had his system on and 30 mins had all the batteries on and then second flight. 22.9 to start the engine asked if okay. Thumbs up and then and do one pass over and wag wing if okay. Takeoff and stays relatively gear and flaps up and low flyby on the tower.

Tower talking but he is not responding. Where hydraulic pump relay. TEXTING

Is your gen switch on? And then calls him?

Add power right now

Is your gen switch on... I cycled it a couple times and electrical coming back to life.

Said, I forgot to turn the gen switch on. Parking brake not the dump under the pilot seat. Going to leave the airplane and want you to charge the batteries.

On Monday morning: pulled the airplane from storage hangar and charger on batteries and swung gear. Dave and Steve charged the batteries. Start engine and bat voltage come down and then rise. 24.5 volt. Amps come on.

APU plug outside. Charges both of them. MCU box. Less than 18 volts have to go direct to the battery. 10-15 mins to records numbers.

AFTER COMPLETING THE MICROSWITCH INSTALL, ALAN WAS INTENDING ON TAKING THE AIRPLANE TO HIS HANGAR AT DEER VALLEY. HE STATED HIS BATTERY VOLTAGE WAS AT 20.9 VOLTS (AS HE HAD THE POWER ON FOR 30 MINUTES WHILE I REPLACED THE MICROSWITCH) AND ASKED IF HE COULD START AT THAT VOLTAGE. I TOLD HIM HE COULD B2 HE NEEDED TO CLOSELY WATCH HIS ITT. THE START SEEMED FINE AND ALAN GAVE ME A THUMBS UP. TAXIED OUT TO 4R. AFTER WATCHING ALAN TAKE OFF. RETRACTING THE GEAR. FLAPS, WE NOTICED HE STAYED LOW IN THE PATTERN AND DID A LOW GEAR UP PASS BY THE TOWER. I GRABBED A HANDHELD. TUNED IN TO THE TOWER, AND AT THE SAME TIME RECEIVED A TEXT FROM ALAN ASKING "WHERE HYD PUMP RELAY". WE HAD SEVERAL TEXTS BACK & FORTH REGARDING THE EMERGENCY GEAR OPERATION AND WHETHER HIS GEAR WERE DOWN WHILE HE WAS DOING FLY-BYS. ANOTHER PILOT CAME ON THE RADIO. STATED THAT HE HEARD ALAN RADIO THAT HE LOST HIS MFD. PFD. I IMMEDIATELY TEXT HIM AND ASKED IF HIS GENERATOR SWITCH WAS ON. HE THEN CALLED ME WHILE HE WAS DOING A LOW/SLOW FLY BY, AT WHICH TIME I INTERRUPTED HIM AND TOLD HIM HE NEEDED TO SPEED UP. GET SOME ALTITUDE NOW!. HE THEN ADDED POWER. STARTED

CUMMING IN A RIGHT TURN TO DOWNWIND.  
I AGAIN ASKED HIM IF HIS GENERATOR SWITCH  
WAS ON, AND AS HE MUMBLED A RESPONSE,  
I SAW THE GEAR START EXTENDING. HE SAID  
ELECTRICAL WAS COMING BACK AND ASKED IF  
HIS GEAR WERE DOWN, WHICH I REPLIED "YES".  
AT THAT POINT, WE TERMINATED THE CALL  
- HE TURNED BASE AND LANDED SAFELY.

AFTER TAXIING TO OUR GVERNIGHT HANGAR, WE  
WERE ABLE TO DEBRIEF ABOUT THE ELECTRICAL  
FAILURE - EMERGENCY GEAR OPERATION FAILURE.  
ALAN ADMITTED THAT HE HAD FAILED TO TURN ON  
THE GENERATOR SWITCH AND DID NOT DO SO UNTIL  
WE WERE ON THE PHONE DURING HIS FLIGHT. ONCE  
HE TURNED THE GENERATOR SWITCH ON, HIS ELECTRICAL  
SYSTEM CAME BACK TO LIFE AND THE GEAR SYSTEM  
OPERATED NORMALLY. AS FOR THE FAILED EMERGENCY  
GEAR SYSTEM OPERATION, I HAD ALAN DESCRIBE THE  
SEQUENCE HE USED. HE DESCRIBED EVERYTHING  
CORRECTLY W/ THE EXCEPTION OF THE RELEASE VALVE.  
HE HAD INCORRECTLY USED THE PARKING BRAKE  
LEVER THINKING IT WAS THE RELEASE VALVE.

AFTER EXPLAINING HIS ERROR, HIS COMMENT WAS  
"WOW, I REALLY F'D THAT UP! CAN WE PLEASE KEEP  
THIS BETWEEN US?". HE THEN ASKED THAT, ON  
MONDAY, WE CHARGE THE BATTERIES, PERFORM  
GEAR SWINGS, AND PERFORM A RUN-UP TO MAKE

SURE EVERYTHING WAS OK. I ALSO INDICATED  
TO AZAD, UPON MY RETURN FROM GREGON, THAT  
I WOULD LIKE TO JACK THE AIRCRAFT AND  
SPEND SOME TIME WITH HIM GOING OVER  
SYSTEMS AND EMERGENCY PROCEDURES, WHICH  
HE AGREED NEEDED TO HAPPEN. WE SHARED  
SEVERAL MORE TEXTS THAT NIGHT THAT INDICATED  
HE WAS VERY HUMBLER BY HIS MISTAKES.

— END —

IAN HUBBERT

Hi Zoe.

I had turned onto Orion street going west. Orion is on a rise and from the top you can see over the houses to the golf course less than a mile away. I observed the aircraft traveling left to right across my view and it was very low. The aircraft was rolled 90 degrees and I was looking at the underside. The aircraft was executing a hard left turn. As it turned I could see the top and it was apparent the roll had increased beyond 90 degrees. It looked like the aircraft was in the process of rolling over onto its back. At the same time the nose started to drop and at that point I lost sight of the aircraft. Seconds later it crashed and there was smoke.

I had a view of the aircraft in silhouette when I initially saw it. Wings and tail were attached and looked symmetrical. Did not see wheels/tires. There were no obvious control surfaces missing. I could not see the tail fin as it was on the other side from my view point.

Yours sincerely,  
Ian Hubbert

## JOSH BRACKEN

I WAS LEAVING WORK (BOEING) WALKING EAST  
~~WEST~~ IN THE PARKING LOT & SAW A  
BLUE AND WHITE PLANE. HEADING STRAIGHT  
DOWN TOWARDS THE GROUND. IT WAS  
AT APPROXIMATELY A 80 DEGREE ANGLE  
(NOT EXACTLY 90°). IT SEEMED LIKE  
HE WAS GOING TO PULL UP BUT  
NEVER DID. THEN, ABOUT  
20 SECONDS TO A MINUTE LATER I SAW  
BLACK SMOKE. NO NOISE FROM  
WHERE I WAS AT.

## MICHAEL SOUTHERLAND

I was standing under my carport at above address,  
Looking N as I heard low-flying aircraft. Engine had  
steady-state tone, no apparent issues. Pilot banked left,  
and INBD WING APPEARED TO STALL, AS AIRCRAFT THEN  
SHARPLY BANKED LEFT TO 90° (WINGS VERTICAL), THEN IN  
THE NEXT INSTANT, THE AIRCRAFT TURNED 90° LEFT ABOUT  
ITS YAW AXIS (WINGS HORIZONTAL, NOSE OF AIRCRAFT POINTING  
DIRECTLY AT GROUND). AIRCRAFT CRASHED A FEW SECONDS  
LATER (I HEARD IMPACT), & WITHIN A MINUTE OR SO  
SMOKE WAS VISIBLE FROM MY LOCATION. I IMMEDIATELY  
DROVE TO THE SCENE TO GIVE THIS STATEMENT.

I AM A DEGREEE MECHANICAL ENGINEER, & HAVE  
WORKED IN AEROSPACE FOR 35 YEARS.

## DR. ED RAMIREZ-REINAT

My name is Ed Ramirez-Reinat, and I am a Student Pilot with 70 hours of flight time, training both at Falcon Field and Chandler Municipal Airports.

I was picking up my kids from Self-Development Academy on Greenfield and McKellips in Mesa, AZ yesterday 7/17/17 around 5 PM when I witnessed an Aircraft at a very steep angle of bank (30-45 deg) about 200-300 feet AGL making a left turn towards the airfield. I just realized this is the Lancair that crashed at the Longbow Golf Course yesterday.

**JODY BIRK**

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The pilot's secretary, Jody Birk, stated that June 16<sup>th</sup>- Ng dropped below 50 with both batteries on. He came home on Friday and said he didn't use the checklist and took off from falcon to deer valley he said he lost all "electronics" and scared him because didn't know if the landing gear were down. He called Heath because couldn't use the radio. Once he did that the wheels came down and everything was okay. He phoned Heath and Heath said to flip the generator switch and wheels came down and everything restored. Studying pilot binder. Normal Sat and Sun and went to work. She had terrible migraines and didn't want to go with because getting MRIs. Did drop him off.

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