



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

MAURITS VANROOY, VR AVIONICS

Was involved with the airplane.

Fuel in the header tank? 24 gal in header tank in baggage compartment. Above wheels. 12 in in height. Boot pump mounted below and fuel filter and pressure and fuel flow sensor. Plumped through the pump to the filter and then through fuselage below the main spar (about 1in thick) and shut of below pilot and then goes through firewall. Wings and belly all feed into the header. (3 into the tanks). Transfer for the belly mounted on the firewall inside cockpit located center console. Transfer located in main gear wheel well just aft of the main landing gear support structure. $\frac{3}{4}$ line braided top of tank and runs inside fuselage (pilot) at the door jam (valve to open and control... will go to the filler neck.

Quantity sensor in the header tank. Fuel monitor. FMS has a level detection- shows if there is air.

From firewall to the FCU.

FSM- above throttle quadrant

After looking at the flight data, he stated: It looks like he turned the Generator OFF (Or Generator Failure) and the Standby Alternator kicked in keeping the Voltage to roughly 25-26 Volts-why he did that(if he did) is strange. The slight increase in Fuel pressure could be because at flight idle (60% N1) the flow is less building a higher pressure from the boost pump. Fuel pressure measured is between boost pump and FCU. He cut power and never added power again because he did not want to or it (engine) could not do it.

With the engine in flight idle he should have had the equivalent thrust of roughly a 100 HP to take him to the airport-maybe due to possible damage he could not maintain on that either?

Maybe he experienced a massive compressor stall (I have personal experience of this in a Lancair IV-PT) that frightened him so much he dived and rolled (negative G -maybe headset falls of his head) -then recovered but every time you touch the throttle it compressor stalls with quite a loud bang(s). He may have tried to nurse it to the airport , realized from the Chelton he was not going to make it and ditched the door loosing the I-pad maybe headset as well.

The airplane was nearly identically designed as N321LC, the Lancair involved in a fatality in February 2012, WPR12FA089.¹

DAN MICHAELIAN

We heard the radio transmission and we can confirm that we heard him twice, the first was a lot more audible than the 2nd. We could only tell his tail # on the 2nd, and last we heard him tap the mike when tower told him squawk #. If you need to call me feel free. Thanks again.

¹<https://app.nts.gov/pdfgenerator/ReportGeneratorFile.aspx?EventID=20120203X23028&AKey=1&RType=HTML&IType=FA>

Zoë Keliher
Air Safety Investigator
Western Pacific Region

STEVE AND LORI KRISCHE

Witnesses

Lori- driving on 2-lane road- low flying airplane. Commented on how low it was with no landing gear. Sharp right turn and the crash and about a block behind it.

Steven- they were going west on alberta and noticed low. Then south on 28th. He was directly in front of them. Twist clockwise and debris falling out. Adjacent to the road on the east side.

DAN DEMEO (FUELER IN SAN CARLOS)

I personally filled the aircraft on the 28th and it was a top off of both wing tanks. The belly tank was filled upon Marshall's request and that happened occasionally. I would assume only when the trip's duration warranted it. It Marshall would normally commute to Fresno (KFAT) on Wednesdays to work at his practice there.

JAKE ALVI

It was approximately 1445, 8/3, east end, KAUN. I was just about finished with my preflight for work, when I heard a turbine aircraft spool up. Being the plane geek that I am, I paused to see what it was. It looked to be a Lanceair IV turboprop. The thought going through my head as I watched him taxi out of sight into the runup area -

- 1) "Love the smell of that kerosene!"
- 2). "Those mains look like bug legs, where do they go into the fuselage? No gear doors.... Doors on the nose.... Hmmmmmm...You can have it..."
- 3) "Damn this thing quiet??.??"

A few minutes later, I heard him power up, so I paused again to watch him takeoff RWY 25. First thing that popped in my head was - "This thing does not sound right...." "It was just quiet. No prop noise, what I mean by that is, from my experience I have usually heard a great deal of prop noise as the prop (turboprop aircraft in general) finds equilibrium, as well as the usual noise from the exhaust, and to me, it just was not there, so I stopped what I was doing to watch and see if this guy was going to abort, or what. I remember thinking " This almost sounds just like an electric RC plane...." He got airborne, but from my perspective, it looked to be way down the runway, as in like past taxiway D. DA was 4500' ish if I recall correctly from when I took off.

ANDY OLVIS (NTSB TRANSPORTATION SAFETY SPECIALIST)

The pilot requested flight following to San Carlos airport. The airplane came up on the assigned beacon code, the air traffic controller radar identified the airplane and received no response from the pilot. The controller observed the airplane descend toward McMellon and simultaneously lose radar contact. After the initial request for flight following there was no further communication with the pilot.

DAVE SIPES (THRESHOLD TECHNOLOGIES - AUBURN OPERATIONS MANAGER)

Good afternoon Zoe, I have been reviewing our records and I am not seeing any fuel purchased at our facility from that aircraft during that timeframe. We do not do any maintenance so we would not have any records regarding that matter either.

EXCERPTS OF MARSHALL MICHAELIAN'S (PILOT) EMAILS

To the owner of VR Avionics:

I have a very simple system which has worked flawlessly, can you believe it, 12 years.