

Hello Mr. Thomas,

Following is my narrative regarding the incident with N235SC:

\*On 10/21/2016, Ely arrived at Performance One around noon with the intent on finalizing the purchase of N235SC and flying the aircraft home to Henderson Nevada. The aircraft condition inspection was completed at approximately 2pm that day and the aircraft was ready for flight. During the inspection, we made Ely aware that the registration was no longer current and gave him contact info for Bill Morgan in Oklahoma City to assist in the issue. Our test pilot, Bill Walker, who had test flown this particular aircraft, was on sight and talked to Ely at length about the flight characteristics of the aircraft and offered his services to Ely for a possible demo and/or training flight, but at that time, the aircraft was not fully funded, so the seller requested that the aircraft not fly until that was completed. During this wait, Ely had several heated conversations with the seller and focused on completing the sale. At approximately 5:30 pm, the sale had finally been fully funded and Ely elected to get fuel and get ready to fly home with no demo or training. On start up, he had difficulty taxiing the aircraft, so shut it down to determine the cause. As I approached, he said "the nose wheel steering is not working", and I had to explain to him that this aircraft is steered with differential braking. He then said "oh, how do I use that when I am taxiing down the runway?". I explained how that worked and suggested that he stay the night so that he could at least get a demo flight in the aircraft so he knew how everything worked, and he indicated he did not have the time and would be fine. He then re-started and taxied to runway 4R. As I was nervous about his lack of knowledge, I elected to go to the runway and watch the flight. Upon his takeoff roll, the engine sounded strong and even. As he lifted off, the aircraft popped up off the ground in a relatively flat attitude, then I heard a reduction in power and saw a slight sink, then an increase in power with a slight left roll and rise, then a decrease in power with a sink/right roll/left yaw, then an increase in power with hard left roll/left yaw and continued sink until the left wing impacted the ground off the left side of runway 4R, and spun the aircraft approximately 45°. The owner exited the aircraft approximately 30 seconds later. 10 minutes later, the owner called me to inform that he had crashed, which I told him I had witnessed. He stated "there was a problem with the flight controls". I told him that I did not believe that to be the case, as I saw the aircraft react in all directions, and that it appeared that he simply over corrected each input and bled airspeed off, hence stalling the airplane. His response was "oh, really? Wow!" He said the airplane was broken and he did not have insurance, so we could discuss later what to do about repairs. Later in the evening, I received a second call from Ely in which he told me that he was done with the investigator and the engine was the cause (something about not making power). He then stated that he was flying his Tomahawk home and would call again soon. That evening, I went to the hangar and checked continuity on the flight controls and found them to be functional in all travel using the stick and pedals. I then received another call from Ely on Saturday 10/22/2016, where we talked about potential repair. We also spoke of the incident and how he should have gotten training prior to departing, and he agreed as a similar situation had taken place before with him.

\*This aircraft did not have a POH, nor did Ely obtain one prior to getting here. During some of his down time, my mechanics did describe systems to him including the differential braking. He also asked me how to use this particular comm radio, which I described to him. Most of his down time was spent dealing with the seller. He was offered multiple times to receive a demo and flight training, but his schedule would not allow it. After describing the flight incident to a company called Lightning West (who builds these aircraft and provide training) that was here for

Coppersate, I was told that this scenario was very common with low time uninstructed pilots in this model aircraft. They also stated that it is highly unlikely that the engine is damaged, therefore should be able to be inspected should the engine claim be continued by the owner.

Please let me know if this works for you. Have a great day!

Heath L'Hoste  
President  
Performance One Aviation  
[REDACTED]

