

**From:** [Ramirez, Richard \(FAA\)](#)  
**To:** [Cornejo Tealeye](#)  
**Subject:** FW: Ed Dose"  
**Date:** Tuesday, August 31, 2021 9:19:41 AM

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**From:** Ed Dose [REDACTED]  
**Sent:** Monday, August 02, 2021 1:26 PM  
**To:** Ramirez, Richard (FAA) [REDACTED]  
**Subject:** Ed Dose'

On 07-28-2021 I was going to take a Lancair 4p from KVGT to KRDM. I have had prior flights in the aircraft over the past several months including bringing it from Addison Texas. I have flown the plane in the Vegas area several times with the owner and with prospective buyers without incident. On the morning of 07-28-2021 I preflighted the aircraft prior to starting the engine, Once the preflight was complete I taxied to the runup area and did my engine run up including cycling the prop and checking all instrumentation which all checked good or normal. I got ATIS from KVGT and taxied to runway 12R where i was cleared to takeoff at approx 0830 with a climbing right turn to the N/W. Once cleared of the class B airspace I continued climbing, I was going to climb to 12,500' enroute to KRDM in Oregon. I was climbing at approx 500'/min with all engine parameters indicating normal. Upon reaching 10,000' I turned on the fuel pump which is recommended and everything continued as normal and still climbing. I was approx 12 nm SW of KINS and at the N edge of the spring mtn range at approx 10, 500' when the engine started to sputter and within 5 seconds, smoke started coming from the right side instrument panel. I looked at all of my gauges quickly and did not see anything abnormal. I leveled the aircraft when I felt the aircraft decelerate indicating that the engine had stopped producing power. At that point the instrument panel went dead in relation to any electrical device. I started turning towards the highway to my right and set an 80 kt descent and turned all electrical switches off except for the master. When I selected the gear handle to down, I did not hear anything or feel like the gear was in motion, I then turned off the master switch. Smoke was still coming from the panel as I descended, at which time I unlatched the pilot door/window. As I had no radio, I called the owner of the aircraft on my bluetooth headset and told him the situation. I let him know that I was heading for highway 95, west of Creech AFB. As i neared the highway I saw that traffic was light and I could safely make an approach and landing on the NB side of the highway in between a set of 4 vehicles. I lined the aircraft up on the highway, not knowing if the gear was down or not, I made a shallow approach with little flair and no flaps. I touched down on the underside of the aircraft at approx 65 mph and started sliding along the highway. When the propeller struck the highway, it shifted the nose of the aircraft to the left and took me from the highway to the dirt center median. Once in the median the aircraft shook pretty violently, but stayed together and came to rest just prior to entering the SB lanes of the highway. I opened the canopy and when I looked out at the left leading edge of the wing, I saw a good amount of avgas spilling from a hole that had been poked into the wing. I threw off my headset and quickly got out of the aircraft in case of a fire. I was approached by a few motorist that had seen the incident happen and was confirming that I was ok. I told them that I was going to retrieve my flight gear from the aircraft. I took 2 steps toward the plane when it burst into flames. Ems and fire were called by people on the highway as my phone and all my flight gear were in the burning aircraft. I suffered no injuries at all and there were no injuries or damage to anyone on the ground.