

July 11, 2024 @1857mdt

Good Evening Micheal,

Per your request please see below for a narrative of my experience and standard operating procedures of flying with my father as well as a summary of my last flight with him on May 4, 2024.

For the past 16 years I have been flying with my father, James Galvin (Jim). He has his sport plane license and I have my private pilots license. He was always pilot in command in his plane so he always logged our flights. He has been flying his RANS Ultralight (N518D) plane since he obtained his license around 2008. For approximately 13 years he had his plane at the Ultralight Strip 4AZ8 located at [REDACTED], Marana, AZ 85653. HL is a flight instruction, A&P, airport manager/owner, etc. HL's phone number is [REDACTED]. He was Jim's flight instructor and also did repairs and maintenance on the RANS (N518D). Approximately, three years ago, HL Cooper upgraded the engine from a 80 Horsepower to a 100 Horsepower, by putting a 'kit' on it. Within the past year an A&P did an annual on the RANS (N518D) at Ryan Airfield located at [REDACTED] - Ajo Hwy, Tucson, AZ 85735.

For the approximately 6 months the RANS 22 (N518D) has not started and an A&P Struen at La Colla Airpark has been trouble shooting why the plane won't start. Per speaking with my father, the A&P, Streun, isn't too familiar with the RANS (N518D) so he was talking to other mechanics who were more familiar including HL Cooper and another A&P from Canada who suggested the wires might be crossed. The RANS (N518D) started in April after uncrossing the wires (I'm not sure what wires or where they were located). My father flew it 8 times before he told me it was airworthy and invited me to go flying with him on May 4, 2024, which is the last flight logged in his log book. Per my last conversation I had with him which was the last week of May, he had went to his hanger on May 8th to go flying and his plane would not start. He had been working with the A&P, Struen, at La Cholla Airpark for a few weeks trouble shooting to try to get the RANS (N518D) started. Per a conversation with my father's wife, Adrienne, the A&P, Struen, got the plane started on Friday June 7th. Jim decided to go flying on Saturday, June 8th. I believe he took off at 7am due to the noise ordinance. Per Adrienne, he was not planning on landing anywhere in case his plane didn't start again like it had when I was flying with him on May 4th (see below). I believe he was going to "buzz the hikers" at Pichaco Peak, then return and land La Cholla Airpark. I believe he flew towards the tallest point of Picacho Peak coming from the southeast like he had I

have been doing for the last 16 years. Then was proceeding to make a big loop to “buzz the hikers” from the southeast again and something went wrong, I think it was a heart attack due to my fathers skill level and the 100’s of times we had buzzed the hikers at Picacho Peak over the last 16 years.

Flight on May 4th 2024

My last Flight with My father was on Saturday, May 4 2024. I arrived at La Cholla Airpark at 6:30AM. My father was already there at the hanger doing the pre flight for his plane the RANS (N518D) which was typically over the past 16 years. We talked and decided to “buzz the hikers” at Picacho Peak then fly to Eloy Municipal Airport to watch the skydivers and share a breakfast burrito. (The sausage, egg and cheese is the best). We waited until a few minutes before 7am to start the plane and take off due to the noise ordinance. My father did a cold start procedure, we both talked about how nice it was that engine started right up, unlike in the past, the plane would shake a bit and take a while to start up. Jim then went through his pre flight checklist, waiting for the oil temp to heat up, checking the oil pressure, checking the flaps, ailerons, stick movement, magneto check, fuel, full power run up, and radio check, making sure our seat belts were secure, etc. (I can provide you with a copy of his checklist next week). We did the run up, he did a radio call to say we were taxiing to the runway. He did another radio call to say we were back taxiing. See video. Before every takeoff my Dad would ask me, “Are you ready to Rock ‘N Roll? I would come up with sarcastic comebacks but on this morning I responded, “I was born ready, you should know, you were there.” Once airborne he would always say, “Yay baby!,”over the radio, as a tribute to an 84 year out Veteran he took flying a few years ago, that is what the veteran said once airborne and Jim has been doing it since that flight to honor him. Please refer to timelapse video time and date stamped 7:04AM, May 4 2024. We took off on Runway 19 We cleared the pattern and flew Northwest towards Picacho Peak. We flew over the Dove Mountain Community, see video.

About 8 minutes after takeoff, I took the controls of the airplane. I climbed to 3900 feet at 2400 rpm. We were talking about how smooth it was and nice it was to be flying again. I had Picacho Peak in sight. I told my Dad I was going to “buzz the hikers” like we have done hundreds of times over the past 16 years. I was at 3900 feet and flew about 500-1000 feet away from the tallest peak of Picacho Peak. I was coming from southeast of Picacho Peak. And continued flying northwest at the same heading for about a 1/4 of a mile then proceeded to turn northeast bound enroute to Eloy Municipal Airport. I flew along 1-10 for

about 15 minutes then gave the controls to my Dad so I could take some videos (see video timed 7:38AM. Jim made a radio call saying he was 5 miles out from Eloy, then again when we were at a 45 and entering the pattern and doing a full stop landing on Runway 20. We landed, see time lapsed video, 7:47AM. We then tied down the plane walked to the restaurant to split a burrito, talked for a while and watched some skydivers. See video and photos at 9:05AM. We walked back to the plane got in, Jim tried to start the plane and it wouldn't start right away. It took three attempts for the plane to start. We did the preflight checklist. (See video 9:15AM) We waited for a skydiver plane to land (9:19 AM), and waited another 2 -3minutes until the backwash/wake turbulence cleared before we did a back taxi to take off on Runway 20 because the wind had changed. Takeoff video 9:29AM.

About 9:30 We took off and headed southeast. for La Cholla Airpark because it was getting hot out the thermals were starting. Jim flew for 5 minutes then gave he me the controls. It was turbulent and there were up drafts and down drafts. The vertical airspeed indicator was showing 300 to 600 updrafts and downdraft per minute. I increased power to 3000 rpm:s and climbed to 5500 feet to see if the weather was better but it wasn't. I flew until we had La Cholla Airpark in site then I gave Jim the controls and he landed on Runway 19, see timelapse video 10:10AM. We put his plane in the hanger. We talked for 30 minutes then I left to go to an appointment for work.

Buzzing The Hikers Procedure over the last 16 years

In the past at Pichaco peak sometimes we would do a loop around Pichaco peak and “buzz the hikers” a second time. We would stay at the same altitude approximately (4000) and cruise speed (2400rpms) we would do a large loop around the entire mountain/peak and “buzz the hikers”. We would always fly clockwise in a loop and buzz the hikers from the east of the peak because that was best view the “buzz the hikers” was from the east. I did however find a video dated April 18 2018 and February 1 2020 that we buzzed the hikers from the west to the northwest which wasn't typical, but apparently we did it because I have two videos of it. There were some days we would approach Picacho Peak to “buzz the hiker” and would decide against it if it was too windy or if there were thermals.

Thank you for working on this investigation. Please let me know if you need anything else. I am happy to help in anyway I can.

Respectfully,

Kristine Galvin