



RECORD OF CONVERSATION

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Senior Aviation Accident Investigator
Western Pacific Region

Date: 2/1/2021
Person Contacted: Ty Erickson (Pilot)
Represented by: Arthur Allen Wolk
NTSB Accident Number: WPR21LA068

Narrative:

During a telephone conversation with Mr. Erickson, he stated that he has a practice in Idaho, however, lives in Las Vegas, on that Thursday the 10th, was told his airplane, which is hangered at both Las Vegas and Ogden, was done with the annual inspection and was ready. Mr. Erickson said that he drove 2 hours from Idaho falls to Ogden and intended on flying from Ogden to Las Vegas. He said that he pulled the airplane out of the hangar, used the checklist for preflight, and once he was done, boarded the airplane, and called ground [the tower controller], notifying them where he was, and that he was taking off to the south for Las Vegas.

Mr. Erickson stated that he taxied to runway 17 for direct south departure, so he could head south and west around the class B airspace. While holding short of runway 17, Mr. Erickson said he performed the checklist that was built into the Garmin avionics unit, and that all checklist items went well, with nothing unusual, all parameters were normal. Mr. Erickson said that once he had finished the runup, there was not much activity [at the airport], he called tower, received clearance to takeoff southwest bound, and taxied onto the runway (5,100 ft long). Mr. Erickson said that figured the takeoff roll would be 1,200-1,300 ft, and that all the gauges were normal. He then initiated takeoff by pushing the throttle to full power, noting 2,700 rpm, and manifold pressure usually runs about 29 inches, as it did at this time. He added that the mixture was full rich.

Mr. Erickson stated that immediately after takeoff, he pitched the airplane to Vy, and realized the airplane was unable to maintain power, at its current angle of attack and that he felt "sluggishness" however, didn't hear anything unusual and did not see any X's on the display gauges. Mr. Erickson described it as just a global uniform loss of power. Mr. Erickson further stated that he got a stall warning and put nose down, while he methodically thought what he was

going to do, noting that an option for landing on I-15 was not an option due to traffic, and that there were houses and a trailer park to his right. Recognizing he didn't have sufficient power for a "tight curve" he thought the best thing to do was go around and land on runway 3. Mr. Erickson said that he put the nose down, started the turn, had another stall warning, decreased bank, picked up [air]speed, and completed turn. Mr. Erickson further stated that about 300 ft agl, he recognized he would have to descend rapidly, and pull power back, descend 300 ft as fast as he could to make a quick landing to get as much runway as he could.

Mr. Erickson said that his entire attention was outside the airplane, not inside the airplane, and that he landed without difficulty, began to decelerate, realized he was not going to stop before the runway lighting ahead of him. He pushed right rudder, went off the runway, saw a bank of dirt, on the other side of airport road. After starting on the dirt, he doesn't have any recollection afterward, until briefly waking up on a helicopter.

Mr. Erickson mentioned that he tried to pull the parachute with his right hand, as he was flying with his left hand. He said that his goal was to get down as quick as he could, and he knew the [para]chute wouldn't give the normal sway down but was hoping for "some drag." Mr. Erickson could not recall how much force he put onto the parachute handle.

Mr. Erickson further stated that he recalled no audible chimes or tones, no notification avionics with Xs and that the engine did not completely stop producing power, however, he couldn't maintain Vy. Mr. Erickson stated that after [exiting] ground effect, there was a significant reduction in power. He added that he was looking outside, doesn't recall looking back into the cabin after the loss of power. Mr. Erickson estimated he was about 200 or 300 ft agl when there was a loss of power and that [the engine] maintained power throughout the turn. He reenforced that when he realized he was not able to maintain Vy, he began turning toward the right.

Mr. Erickson added that he immediately reported to the tower that he had an emergency the moment it happened.

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