



RECORD OF PHONE CONVERSATION

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Date: June 3, 2021
Person Contacted: Todd Eldridge
NTSB Accident Number: WPR21LA220

In a telephone interview with the pilot, he stated that he and his wife were conducting a flight from South Valley Regional Airport (U42), West Jordan, Utah to Sun Valley. He had experience with the airplane and had flown it with the previous owner, who was also his flight instructor. He was now looking to buy in as partner with the new owner. He said that the airplane had just had an annual inspection performed on it as part of the new purchase. On the day of the accident, he had the tanks topped off. He did a full preflight and he saw no abnormalities. The engine started normally and the runup normal.

He stated that on the climb out he noted that the airplane was a little slow climbing out, but it was not alarming at all. While enroute, about 9,500 feet msl, and north of Bear Lake he noticed the oil temperature was still in the green, but it was now at $\frac{3}{4}$ (hotter) and he wasn't sure why that was. He noted that 1U7 was off the left wing. He looked at the oil temperature again and saw that the oil temperature was in the red, as was far off to the right of the red. He immediately started a turn and halfway through his turn, he lost all power. He indicated that the time from when he noticed the oil temperature in the red to engine failure was a matter of seconds.

He pitched for the optimum glide speed of 75 knots, based on his weight. He then went through the Engine Out procedure a total of four times trying to get the engine to start. The first two times did not work so he tried it a third time with the fuel pump off. Then he tried to go medium lean on the mixture without success. He then made an emergency call to Bear County Airport (1U7) stating that he was diverting directly to the airport.

He attempted to land to runway 28, at 1U7. He initially thought that he was too high for the runway and was confident he would make the runway. He elected to not use flaps. He did not recall when he lowered the landing gear but at some point, he lowered the gear. At about 500 feet above the ground, he realized that he was not going to make the runway. The airplane struck a big berm and the wheels separated. The right wing then struck a fence post and a section of the right wing separated. He said that once the airplane came to a stop, he pulled the mixture to full lean

and the throttle to idle.

When asked if he recalled anything more about the sequence of events,

He recalled the manifold pressure was at 20.4 when the engine lost power.

He recalled that he checked the engine oil on the Friday before the flight and it was at 6 quarts. He checked it again on Saturday, and it was at 6.5 quarts.

He recalled that the propeller never stopped turning until the airplane contacted the ground.

He added that he did turn on the carburetor heat.