

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 0900	DATE 03/26/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Bruce Knell - PIC			
James Hill - ASI			
SUBJECT Accident Statement - N111NW			
DIGEST			
Mr. Knell was interviewed in the hospital after ensuring he had recovered enough to give a statement. I asked Mr. Knell to describe the flight from start to finish. He stated that he topped off his fuel in Casper WY (fuel receipt showed 37.4 gallons). I asked where he had received the previous fuel and Mr. Knell stated that it was also in Casper at a recent date (was unsure the exact date). He stated that him and his wife departed Casper at ~1030 MST with an intended destination of Saint George UT for a wedding. They flew uneventfully until ~one mile from SGU where their engine lost all power (altitude was ~3800 feet above terrain according to ADSB data). Mr. Knell stated that he called an emergency to the tower and attempted to restart the aircraft several times but was unsuccessful. He stated he lowered his flaps in an attempt to promote any lift he could but quickly realized the would not be able to make it to the runway. He stated that he saw he was going down into the desert and after impact, remained awake with his wife until first responders arrived. I asked Mr. Knell if he recalled why the throttle position was in the full aft position (as it was found during the investigation site) and he stated that he did not. He stated that when he impacted, both his hands were on the yoke. I then asked about any previous maintenance that was performed and he stated that in early March, he had the transponder repaired and a small fuel lead was fixed. He also stated that the engine had been replaced recently by the previous registered owner and when he was doing the acceptance of the aircraft, he had reservations on the qualifications of the mechanic that had performed that maintenance.			
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CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 03/31/2022	TITLE Aviation Safety Inspector	SIGNATURE JAMES D HILL Digitally signed by JAMES D HILL Date: 2022.03.31 10:18:27 -06'00'	

When I asked why, Mr. Knell stated that it was just do to the conversations he had with that mechanic about the aircraft (he could not recall the mechanic's name). He also emphasized that the engine was brand new, not an overhauled one. I asked about his recent flight experience (referencing a gap in pilot logs between 2013 - 2022) and he stated that he sold his previous aircraft when he sold his business in 2013 and had not flown much since.