

Eleazar Nepomuceno
Aviation Accident Investigator
Office of Aviation Safety - Western Pacific Region

Date: June 21, 2023

Subject: WPR23LA220, Memorandum for Record

Contact: Stanley Gibson, Pilot

The following is a synopsis of the information provided by the pilot in a telephone conversation on June 20, 2023:

The pilot reported that the airplane was being relocated from Cedar City Regional Airport (CDC), Cedar City, Utah to Skypark Airport (BTF), Bountiful, Utah for its annual inspection. The pilot stated that the airplane was in CDC since February 2023 because the left engine had performance issues and was being evaluated by a local repair station. When the repair station could not determine the problem, the pilot hired a certificated airframe and powerplant mechanic with inspection authorization from Ogden, Utah to troubleshoot the airplane. On June 7, 2023, cylinders no. 2 and 4 from the left engine were replaced due to low compression values. Also, all fuel injectors from the left engine were removed. It revealed that 3 injectors were partially obstructed; they were cleaned and reinstalled. Following an uneventful functional check flight in CDC, the pilot flew the airplane the following day to BTF.

During the accident flight on June 8, while at 9,500 msl cruise flight, the left engine rpm reduced from 2400 to about 1000 rpm. The pilot described the event as if the left engine was running out of fuel. He completed the checklist items for engine roughness to no avail as the left engine fluctuated another 3 times. The left engine manifold pressure gauge displayed that the engine operated and maintained 21 inches of mercury compared to the pilot's normal operation at 24 inHg.

About 9 miles north of Nephi, Utah, the pilot diverted to Nephi Municipal Airport, and executed a straight approach to runway 17. During the landing flare, about 5 feet above the runway, about 85 knots, the left engine failed. Subsequently, the left wing descended, and the airplane drifted left. He applied right rudder, but the airplane

touched down onto the runway and swerved left and right. Shortly after, the airplane exited the runway to the left and the right wing struck a dirt mound. The airplane came to rest in an open field and was scheduled to be recovered to a secure facility.

The pilot added that in October 2022, multiple injectors from the right engine were found obstructed during an inspection. And in February 2023, multiple injectors from the right and left engine were also found obstructed. Each injector from each instance were cleaned and reinstalled, with which each subsequent functional check flight revealed no anomalies. He further added that both left and right fuel tank bladders were replaced 20 years ago.