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Air Safety Investigator
Western Pacific Region

Date: July 2, 2024

Subject: WPR24FA215 / Record of Conversation

Contact: [REDACTED], Host of the 2024 Cessna Straight-Tail Fly-In

In a telephone conversation with [REDACTED], he stated that the event went from June 28 thru June 30, 2024. He stated that this was the second year that the two (pilot and pilot-rated-passenger) came to the event. He met them last year. He knew that the pilot was from Colorado and owned an avionics shop. He knew that the pilot-rated-passenger, the pilot's son, lived in Pocatello, Idaho and was a pilot. They came to the Fly-In for the first time last year. The pilot, his wife, and his daughter-in-law came up in the his airplane and the pilot-rated-passenger came up in his own airplane along with his uncle, as the pilot-rated-passenger had limited experience.

This year it was only the pilot and the pilot-rated-passenger, and they arrived on Friday in the pilot's airplane. He stated that for about the last hour that they were there, he and his wife sat with the two and spoke with them for about an hour to 45 minutes before they left. He found out that on Thursday, the pilot flew from Colorado to Pocatello Regional Airport (PIH) Pocatello, Idaho, spent the night and on Friday flew out to the Fly-In. The pilot told him that they were not camping and were going to stay at the Big Creek lodge. They mentioned to him that neither of them had been there [Big Creek Airport (U60) Big Creek, Idaho] before. He recalled that they departed around 1630 to 1645. They took off, circled the field, and departed.

He recalled that they had just put a new motor and propeller in the airplane in April and put in new avionics the previous year. He stated that they were both "big boys" and had a lot of gear in the airplane, but the airplane took off well. "It got off like everybody else did and the climb out looked good, and the airplane sounded good." He estimated that they were about 400 to 500 ft above the runway when they flew over the airport.

He recalled that the pilot wore prescription glasses. He did not know anything about the airplane logbooks.

On the day of the accident weather at U87 was about 65 to 68 (high 60's), with about 10 mile an hour wind, and clear skies with some broken to scattered clouds, but nothing low.

He stated that there was no fuel at U87, and they didn't mention stopping anywhere between PIH and U87.

He stated that he went to visit with the pilot-rated-passenger, and listed his injuries, which were consistent with serious injuries. He said that the pilot-rated-passenger told him that he "remembered every second of it." He asked the pilot-rated-passenger if it was a go-around and he said, "yes." He asked if they were too high and the pilot-rated-passenger said "we were too low." He asked what he meant, and he said that they were "too low and that they should have went-around sooner."