



Greg Hughes
Aviation Accident Investigator
Western Pacific Region

Date: January

Subject: WPR26LA048 / Record of Conversation

Contact: Written statement of [REDACTED] (obtained from FAA inspector)

In a document provided to an FAA inspector on October 23, 2025, the pilot reported that: he purchased the accident airplane in Minnesota, and that he and his son were flying the airplane home to Utah. He wrote that they started to encounter some weather around Casper, Wyoming and that the weather consisted of scattered clouds and precipitation until they reached Rock Springs, where it cleared up a bit. It appeared to the pilot that he could make it to KBMC in Brigham City, Utah. When they reached the Wasatch mountains, the weather conditions started to deteriorate, and he told an air traffic controller that he was going to divert to Evanston-Uinta County Airport (KEVW). He turned that direction on a straight course to the airport, but the weather became IMC conditions so fast that he became disoriented and impacted terrain approximately 10 miles short of KEVW.

In addition, the FAA inspector provided a record of the pilot's log book, which indicated extensive experience flying high-performance, back-country airplanes in the mountainous regions of Utah, Wyoming, and Idaho; a significant portion of that experience included flight in the same make and model as the accident airplane.