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Subject: WPR26LA146 / Record of Conversations

Contact: [REDACTED], Pilot flying, N787PV

On June 2, 2026, I conducted a telephone interview with [REDACTED], the pilot and owner of Diamond DA40 N787PV, which was involved in an accident on May 17, 2026, near Wells, Nevada. The purpose of the call was to gather the pilot's account of the events leading up to, during, and after the accident. The pilot had been hospitalized following the accident and had recently returned home.

The pilot stated his plan for the day of the accident was to fly from Loveland, Colorado (FNL), back home to Hayward, California (HWD), with a planned fuel stop in Wells, Nevada (LWL). This is a route he has flown regularly in the past. He said he took off from the Loveland airport, transitioned north, then transited the southern Wyoming region uneventfully.

As he was flying over the Salt Lake area of Utah, he encountered some clouds and flew slightly south to avoid them. He was preparing to descend into Wells, Nevada for his refueling stop when he realized the runway was covered with snow from an earlier snowfall. He said he could not make out the runway as it "just blended in with everything." He executed a go-around with the intention to climb out, cross the mountains, and stop at Elko (EKO) for fuel.

He said that while attempting to climb as he approached the mountain ridge, he was caught in a mountain wave or something similar that prevented him from climbing. He was pitching up with full power but "wasn't getting anything." The stall warning horn went off, and he corrected for it. From that point, his memory of the events is unclear/blank, until sometime after the airplane had impacted the snow on the mountain. Based on the damage, he believed the aircraft must have "stalled or hovered or pancaked" into the mountain rather than flying nose-first into the

mountainside, noting the airplane had enough apparent nose-up attitude to be oriented slightly uphill when it came to rest. He had perceived the wind to be on the nose of the aircraft prior to impact (headwind). When asked about visibility, he stated it was good, with a ceiling probably around 11,500 feet, with some mist but nothing that prevented him from seeing the ground surface.

He said he "came to" after the impact and received a phone call from Elko Search and Rescue. They walked him through using his iPhone to find his location and send it to them. He could hear the ELT going off. He estimated he was at the accident site for about five to five and a half hours before rescuers arrived and helped him down. He was eventually transported to the hospital in Elko, then transferred to another hospital in Reno. He said his injuries consisted of three fractured ribs, a possible cracked sternum, a pneumothorax that was treated with a chest tube, and a possible disc injury at L1. He said was admitted to the hospital for six days.

The pilot believed he had lost consciousness for a period and did not know whether it was "a minute or ten minutes," but he did not believe he struck his head, as the seat belt held him back.

He confirmed he had flown this route between Colorado and his home several times before and that Wells is a regular fuel stop when he flies the route. He was flying VFR without flight following services at the time of the accident. He mentioned that on his flight out, he had flight following to Wells, but when he tried to pick it up again with Salt Lake Center for the leg into Fort Collins, they never acknowledged him, noting that radio coverage can be sparse across the area.

The pilot also mentioned that his iPhone had automatically detected the crash and initiated an SOS signal via satellite.

In follow up emails, the pilot indicated that he briefed weather for the flight via Foreflight the night before, and a half-hour prior to takeoff. He said that he did not have live weather data available in-cockpit, and that his in-flight weather information consisted of listening to ATIS/AWOS radio stations along the route of flight. He was not in communication with air traffic control during the return flight. He said he departed Loveland with full fuel (50 gal). He estimated that at the time of the accident, the remaining fuel was approximately 15 - 20 gal.