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Date: June 2, 2026

Subject: WPR26LA206 / Record of Phone Conversation

Contact: [REDACTED], Pilot flying

I spoke on the phone with [REDACTED], the pilot in command of an airplane that was involved in an aircraft accident that occurred on May 28, 2026 at Big Creek (U60), Idaho.

He stated that he and his friend had flown from Bend, Oregon to McCall, Idaho on Wednesday May 27, and spent the night in town. He said his plan was to depart fairly early the next morning to fly to the back-country airstrip at Big Creek because he'd read a synopsis on operations at Big Creek that recommended morning arrivals for favorable weather/wind conditions. He said they were between weather systems, and conditions looked like they would be good in the morning. They did not have a car in McCall, so they relied on airfield transportation, which ended up delaying their planned early departure time. He performed a preflight at about 9:30 to 9:45 and determined that things looked normal. He said he completed a weight and balance calculation in anticipation of the flight.

He described their overall trip plan: They would spend two nights at Big Creek, then proceed to Stanley, and from Stanley to Cascade for fuel with the expectation that by the time they reached Cascade it would be Sunday. He said he had spoken previously on the phone with a woman at Big Creek and planned to speak with her again prior to departure from McCall to confirm the conditions there.

He said he taxied for fuel and intended to carry 25 gallons; 5 gallons to reach Big Creek, another 6-7 gallons to reach Stanley, and another 6-7 gallons to reach Cascade, aiming to finish in Cascade with an acceptable amount of reserve fuel. He wanted to arrive at Big Creek earlier in the day, before winds might become more unpredictable, and noted that due to his lack of familiarity with Big Creek that was a

concern. He confirmed he had not flown to Big Creek before. He said he had practiced short- and narrow-field operations at Bend, which has a narrow field, in preparation for the one-way-in/one-way-out environments like Big Creek. He had also reviewed and studied the Idaho Division of Aeronautics document describing operating procedures for the Big Creek airport.

He stated that during preflight/fueling they noticed an oil leak. He said there had been no oil observed under the aircraft during preflight. He suspected that the oil filter had moved that the leak was likely from that area. By that time, it was approaching 10:00, so their early departure was further delayed. A mechanic re-torqued the oil filter. The pilot added oil and estimated the loss at about half a quart. He then ran the engine to check it before the flight. He called Big Creek to ask about current weather conditions, including whether other aircraft were present and whether the runway was wet. He said the person he spoke with reported that a Kodiak had been there, that the runway was not wet, and that there were no aircraft tied down at the time.

He said they departed at about 11:00, approximately an hour later than planned. He described climbing along the east side of terrain, stating they climbed "ten laps" and reached 9,000 to 9,500 feet, then found a gap and continued. He said he did not hear the Kodiak on the radio. He visually located Big Creek and thought, "this is going to be challenging." He approached from the west and flew upwind to view the field. He descended to about 7,300-7,200 feet, which he said was recommended. He then turned downwind and said he was thinking "this is tight." He reported extending flaps, targeting about 75 to 80 knots. On final approach, he realized he was too high and elected to go around.

On the second approach, he flew further north to allow a longer final approach. He reported that he touched down with full flaps but was too fast, and that there may have been a tailwind but he wasn't certain. The airplane continued down the runway, and he realized the airplane was coming to the end of the runway where vehicles were parked and would not stop in time. He pulled up, and the airplane lifted off the runway. The airplane's nose gear and undercarriage struck a parked ATV before the left wing hit a signpost, rotating the airplane about 180 degrees. It came to rest upright, oriented opposite the direction of landing, about 200 feet beyond the south end of the runway.

Asked about the touch-down point on the runway, the pilot explained that he touched down within the first quarter to third of the runway. He said he did not check the airplane's ground speed using the GPS on the downwind and final legs; and that the higher density altitude, a likely tailwind, tight canyon flying conditions, and his

lack of prior experience operating at the Big Creek airstrip combined to result in a ground speed while landing that was too high. He added that he hopes other pilots can learn from his experience.

The pilot said he and his passenger both sustained injuries. He described his own injuries as a sprained ankle and a possible fractured wrist, for which he was told to wear a brace. He stated that his passenger was hospitalized with a broken left foot and underwent surgery. Campbell said that the passenger also had an injury to his back and was instructed to wear a brace for about three months.