



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Pilot Information Summary
CEN21LA251
Montrose Colorado
June 5 2021

The pilot did not submit a NTSB Form 6120, however, he provided the following information to the NTSB:

- He flew the airplane on a short flight from his home private airstrip near Montrose, Colorado, to Blake Field (AJZ), Delta Colorado, about 1000 for a monthly EAA meeting.
- The outside air temperature was very warm. He parked his airplane outside at AJZ and attended the meeting. He reported the temperature was rising throughout the morning and reached near 100-degrees.
- After the meeting, about noon, the pilot attempted to start the airplane and noticed very low fuel pressure on his main and backup electric fuel pumps and the engine would not start. The pilot stated that he suspected vapor lock. He suspected this because he had experienced similar symptoms from prior flights in hot weather conditions.
- The pilot hangered the airplane to cool down the engine.
- After waiting about 1.5 hours, the pilot attempted to start the engine again and it started.
- He took off from AJZ about 1430.
- The pilot was about ½ way to his home field when the engine stopped running. The altitude was about 500' AGL.
- The pilot selected a field and set up for a forced landing.
- During the descent, the pilot was able to get a momentary restart of the engine, but the engine stopped running again.
- When the airplane contacted the ground, it flipped inverted and came to rest upside down.
- At the time of the accident, the airplane had about 2-hours of fuel onboard.
- After the accident, the pilot stated that he thought the engine's loss of power was due to vapor lock.
- He stated that the airplane had a history of vapor lock occurrences in hot weather conditions.

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