



RECORD OF CONVERSATION

David B Banning
Aviation Accident Investigator
Alaskan Region

Date: September 3, 2015
Person Contacted: Luis M Jara
NTSB Accident Number: ANC15LA069

Narrative:

Mr. Jara was the pilot of N7494R, a Piper PA-28 that crashed while landing at Lakloey Air Park, North Pole, AK.

During a conversation on September 3, 2015, Mr. Jara stated the following:

Mr. Jara stated that due to injuries sustained in the accident, the only thing he remembered was being on short final for runway 24 at Lakloey Air Park.

End



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Date: September 2, 2015
Person Contacted: Joshua Bolton
NTSB Accident Number: ANC15LA069

Narrative:

Mr. Bolton was the sole passenger on N7494R, a Piper PA-28 that crashed while landing at Lakloey Air Park, North Pole, AK.

During a telephone conversation on September 2, 2015, Mr. Bolton stated the following:

They had overflowed a moose hunting area and were returning for landing at Lakloey Air Park. After touchdown, during the landing roll, the airplane veered to the left, then to the right, then back to the left before departing the runway and impacting a stand of birch trees. He stated that the airplane seemed to fly great, and he was not aware of, nor did the pilot discuss, any mechanical anomalies or malfunctions during the course of the flight.

End



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Date: September 3, 2015
Person Contacted: Allen Brooke Cacy
NTSB Accident Number: ANC15LA069

Narrative:

Mr. Cacy, a pilot rated witness, observed N7494R, a Piper PA-28 crash while landing at Lakloey Air Park , North Pole, AK.

During a conversation on September 3, 2015, Mr. Cacy stated the following:

Mr. Cacy reported light wind conditions out of the east at 8 to 10 knots. He stated that he was driving around the northeast corner of Lakloey Air Park when he observed the accident airplane on final approach for runway 24; a downwind landing. He noted that the airplane appeared to be a "little fast", and estimated the airplane's groundspeed on final to be about 60 mph. After touchdown, the airplane veered to the left, then to the right, then back sharply to the left before exiting the runway.

He stated that the airplane made no unusual sounds, and seemed to be operating fine prior to exiting the runway.

End