



RECORD OF CONVERSATION

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Alaska Regional Office

Date: May 31, 2017, @1200
Person Contacted: Jerry Jacques, owner and witness
NTSB Accident Number: ANC17CA023, N9726N

Narrative:

Mr. Jacques was the owner of the accident airplane. He was also following the airplane in a Cessna 206 during the flight. He saw the accident occur at Talkeetna Airport from the air. Below is a summary of his statements:

- The airplane was being ferried to a different maintenance facility to complete an annual inspection. He had about 50 hours of pilot time in a PZL-104 Wilga.
- The brakes were recently rebuilt by an FAA certified aviation maintenance technician with Inspection Authorization. Mr. Jacques witnessed the brakes being tested at full power and in right, left and 180 degree turns. The brakes were good.
- The accident pilot requested to fly the Wilga because he was very interested in that model. He was very persistent in his requests. Mr. Jacques knew that the pilot had no Wilga experience, but he trusted him because the pilot had plenty of tail wheel time and flight experience.
- He witnessed the pilot enter the airplane while the engine was running. The pilot was wearing "heavy boots", which in hindsight was a mistake. The Wilga brake system requires flexible ankles and can be challenging. The rudders pivot inward when the brakes are depressed, and they have a three-inch-long throw.
- Mr. Jacques was downwind for runway 36 when he watched the accident pilot land past the numbers on centerline. He then saw it veer left, then right and saw some correction back towards centerline when the right wheel impacted the gap between pavement and gravel and subsequently ground looped.
- He did not notice if the flaps were down for landing, but did see them up at the accident scene.

The end