



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: October 31, 2016 @ 1220, November 1, 2016
Person Contacted: John Anderson, friend and mechanic
NTSB Accident Number: ANC17FA004, N5308F

Narrative:

On October 31, 2016, I called Mr. Anderson to discuss the accident airplane's maintenance and the pilot's conduct on the day of the accident. Mr. Anderson was a very good friend of Mr. McRae's and helped him with maintenance. This is a summary of the conversation.

- Mr. Anderson said that the airframe, engine and propeller logbooks were in the airplane.
- He is a certified mechanic and helped Mr. McRae fix the wiring problem that he had the previous week. He said that one electric terminal was replaced. The plane flew three times since with no issues.
- On the day of the accident, Mr. Anderson had lunch with Mr. McRae at Serrano's grill at 1330.
- He said that there was a fuel tank tied down in the airplane.
- Mr. McRae did not fly this airplane for hire.
- Mr. McRae's attitude was cheerful during lunch.
- He talked to him every day and knew of no medical issues.
- He said that Mr. McRae was a survivalist and had plenty of emergency gear onboard. He had large coat, sleeping bag, fire starter, gun, ax, knives and camp stove.
- He said he did not know who performed the last annual inspection.
- Mr. Anderson said that he heard of a Sportsman Air Service pilot who was communicating with Mr. McRae in flight.
- He didn't know if there was portable O2 onboard. He had never seen any onboard.
- He said Mr. McRae usually carried a DeLorme InReach tracking device, but he left it in Seattle.
- The airplane seats had 4-point harnesses.
- Mr. Anderson said that he thought that icing could have caused a forced landing.

The end.