



RECORD OF CONVERSATION

Noreen Price
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Alaska Regional Office

Date: April 17, 2017

Persons Contacted: Robert Hernandez, pilot

NTSB Accident Number: ANC17LA020, N9362X Cessna 182

Narrative: Mr. Hernandez was the pilot at the controls during an accident that took place near mile marker 90 on the Parks Highway, near Willow, Alaska, on April 15, 2017. This is a summary of his statements.

Mr. Hernandez is a private pilot and airframe and powerplant mechanic. On April 15 he flew from Talkeetna to Big Lake for lunch. He could not recall the exact time that he departed Big Lake to return to Talkeetna, but it was about 1645. The airplane was fueled the day before the flight. The route each way was about a 30 minute flight. Before the flight back to Talkeetna Airport, he checked the fuel quantity at ¼ tank each side, which was enough for the flight.

About 10 minutes after departure, while flying north 4 miles from the highway about 600 ft altitude, he noted that the airplane was not maintaining altitude or set manifold pressure. The manifold pressure was lower than he set it. He pulled on carburetor heat and manifold pressure did not respond as expected. He increased the throttle and climbed to 1200 ft and manipulated the carburetor heat multiple times with no change in engine operation. Then the engine started running "very rough" and there were no runways nearby. He decided that the highway was a safe place to perform an emergency landing and he set up for a southerly landing with full flaps.

During the approach to the highway, a car was observed driving fast, seemingly trying to get ahead of the airplane. When Mr. Hernandez thought that the highway landing was assured, at about 60 ft, a power line appeared in the windscreen. He attempted to climb but the airplane struck the wire and pitched nose down, hit the road and slid into trees in a vertical nose down attitude. There was a fuel leak and the air smelled of fuel fumes. He was able to egress with minor injuries.

After egressing the airplane, he noted fuel leak all over the ground.

When asked what he would have done differently, he said that he would have been more diligent in looking for power line poles and crossings.