



RECORD OF CONVERSATION

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Date: October 16, 2018
Persons Contacted: Johnny Evans Jr, instructor pilot
NTSB Accident Number: ANC18FA036 N7061W PA-28

Narrative: Mr. Evans was a friend and instructor pilot for Brett Andrews, the accident pilot. He was interviewed by telephone. This is a summary of his statements.

Mr. Evans is an instructor pilot who provided much of Mr. Andrews' training in 2017 and he has been friends with him for many years. Mr. Evans worked in the Alaska oil industry for two weeks a month and then worked as a certified flight instructor (CFI) for the other two weeks since 2013. He stated that Mr. Andrews lived in Valdez when he was working, and the other half of his time was spent in Anchorage area.

Mr. Evans currently lives in Maine and has not provided any flight training since late summer 2017 while he was visiting Alaska. He knew Mr. Andrews flew with other CFIs (instructors) but he did not know their names. He stated that Mr. Andrews was a great student. He was one year older than Mr. Evans and was very smart and open minded. Mr. Evans would typically provide 1 hour of ground training and 1.5 hours of flight training per flight. He used the FAA's practical standards curriculum. He did review NTSB accident reports as part of training. To his knowledge, Mr. Andrews had no formal ground school training and had not taken the FAA private pilot written exam. He specifically remembered going over mountain flying during flights because there are mountains all around the area, and it was an important part of flying in Alaska.

Mr. Andrews first soloed at 17 hours of dual flight time. He would then not fly for 90 days, due to other commitments, and require training and another solo endorsement. He would then perform a solo flight again. His second solo was September 25th as a local flight in Wasilla. When asked why Mr. Andrews did not finish his training, Mr. Evans said that he was laid off for a while and also had other commitments. Mr. Evans and his father tried to encourage Mr. Andrews to go to the lower 48 states to finish training quickly.

Mr. Evans flew with Mr. Andrews through Portage Pass from Anchorage to Valdez in the Fall of 2017. The weather was clear on that day. He also endorsed Mr. Andrews logbook for local solo flights at Valdez Airport.

Mr. Evans was aware that Mr. Andrews flew with friends who were pilots. Mr. Andrews did not fly by himself unless he was conducting an authorized solo flight. He flew with his girlfriend in the airplane when there was a certified pilot flying. He understood that Mr. Andrews flew back and forth from Valdez, through Portage Pass, with friends from Valdez who were pilots, but he did not know their names. He had no knowledge of Mr. Andrews making that cross country flight solo.

When asked if he thought Mr. Andrews had the experience and knowledge to fly from Anchorage to Valdez solo, he replied “no”, and he did not know who endorsed him, if anyone, for the flight. The guidance provided to Mr. Evans for endorsements, was not to provide more than two 90 day endorsements to student pilots. It is too dangerous.