



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: August 23, 2018
Persons Contacted: Justin K Smith, pilot
NTSB Accident Number: ANC18LA066, N8041R Cessna 185

Narrative: Mr. Smith is the pilot and owner of a Cessna 185 that experienced a loss of engine power and sustained substantial damage during a forced landing. He was interviewed by telephone and this is a summary of the conversation.

Mr. Smith was conducting a multi leg cross-country trip from Lakewood Airport (78AA) North Pole, Alaska, to various backcountry gravel landing areas on river beaches. He topped of the fuel tanks at 84 gallons (78 usable.) He stated that the first leg of the flight was from 78AA to Porcupine River and he shut down for 15 minutes. He was meeting a friend who was flying in his own airplane. They were scouting for good hunting ground. Then he flew to the headwaters of the Kongakut River. They had lunch and then decided to fly further downriver. He dipped the fuel tanks and observed the left tank above the 15 gallon line on the stick, and the right tank indicated a little less. The fuel totalizer indicated 34.1 gallons. Then he flew down river to abeam Whale Mountain. He flew two passes over the intended landing area, and then entered a downwind position for a landing to the south about 500 to 800 ft agl. While on downwind, the engine experienced a total loss of power. He thought it may not have been a total loss because he remembered the engine surging. He continued straight ahead while attempting to restore power. The propeller was still windmilling. He advanced the throttle, mixture and propeller levers to maximum, but there was no response. Then he activated the electric fuel boost pump, and the engine "spooled up", but it was very close to the ground and the airplane impacted the ground.

The annual inspections were complete in June 2018. There were no known issue with the airplane. The magnetos were rebuilt recently. The last flight in the airplane was August 20.

Mr. Smith had owned the airplane for 3 years. He provided the NTSB 3 KMZ files from his Foreflight account that captured the route and flight times.