



RECORD OF CONVERSATION

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Date: September 9, 2018
Persons Contacted: Ms. Robin Spaulding, pilot under instruction
NTSB Accident Number: ANC18TA070, N8070Z

Narrative: Ms. Spaulding was a pilot under training during the Cessna 206 accident that occurred in Willow, Alaska, on September 8, 2018. The interview was conducted by telephone while she was in the hospital and her father, Mr. Larry Rivers, was present. This is a summary of the interview.

- Ms. Spaulding was the co-owner of the accident Cessna 206, N8070Z. Her father was the other owner. There were no mechanical or instrument issues with the airplane. The airplane was not insured.
- She obtained her FAA Private Pilot License on August 9, 2018, with the limitation “night flying prohibited.” Ms. Spaulding obtained the license without the required night time under an FAA exemption for Alaska pilots. She scheduled this night flight with her flight instructor, John Cabaud, so that she could get some night time training before departing for college. She had performed all her private pilot training with him. He was a very good instructor.
- Ms. Spaulding woke up about 0830 on the day of the accident and she stated that she was well rested and in good health. At about 1000 she flew the Cessna 206 in the landing pattern at Talkeetna Airport to practice landings. In the afternoon she completed some chores and then rested until her flight at 2200.
- She and her flight instructor discussed the hazards of night flying and spatial disorientation during the brief. They did not file a flight plan or use Air Traffic Control services for the flight. They flew to Palmer Airport, where the lights were not working, then onto Wasilla Airport where they conducted two landings. Then they flew to Willow Airport.
- Ms. Spaulding said that she could see a visible horizon for the first hour of the flight, but after they departed Palmer Airport, it became much darker outside. She remembered seeing the lights of Wasilla and recalled that it was much darker at Willow Airport, with few lights outside of the airport environment and no visible horizon.

- During the accident flight, Ms. Spaulding conducted one pass to look at the wind sock and then conducted one full stop landing at Willow Airport runway 31. They agreed to perform another landing at Willow Airport. After the takeoff, Ms. Spaulding recalled that she was leveling off at 1000 ft msl and either turned to a right crosswind while she was leveling off or turned after she leveled off. She was not sure. After turning crosswind, she heard the instructor say, “what’s up with your attitude?” and she did not recall any more of the flight. She stated that she did not recall referencing the attitude indicator during the flight and could not recall what it was indicating when the instructor said that.
- She woke up in the swamp, in the dark, sitting on a wing section with the flight instructor. They could not access the survival gear due to the wreckage debris. She was very cold and felt hypothermic. The rescue crew came about 0230 in the morning.
- Ms. Spaulding stated that she was hospitalized due to multiple surgeries on both of her broken ankles.