



RECORD OF CONVERSATION

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Date: September 9 and 10, 2018
Persons Contacted: Mr. John Cabaud, certified flight instructor
NTSB Accident Number: ANC18TA070, N8070Z

Narrative: Mr. Cabaud was the certified flight instructor (CFI) providing night instruction to the pilot during the Cessna 206 accident that occurred in Willow, Alaska, on September 8, 2018. The interviews were conducted by telephone. This is a summary of the interviews.

- Mr. Cabaud is a certified flight instructor and currently works for Alaska Float and Skis and instructs on his own time. He estimated that he had about 4,200 flight hours. He flew at night about 2 to 3 weeks before the accident. He had flown many night flights at Willow Airport.
- On the day of the accident, Mr. Cabaud woke up about 0830 and went to work at 1000. He napped from 1900 to 2000 and then went to meet Ms. Spaulding, (pilot receiving instruction,) about 2200. He was well rested and in good health.
- Mr. Cabaud stated that the pilot, Ms. Spaulding, was a student of his and that she was an excellent student and pilot. He had provided most all her private pilot flight instruction. The purpose of the flight was complete the night time requirements for Ms. Spaulding, who recently obtained her private pilot certificate with the restriction of no night flying.
- On the night of the accident, he sat in the right seat and Ms. Spaulding sat in the left seat and she conducted all the flying.
- The weather that night was clear, moonless, dark with unrestricted visibility. He recalled that there was a visible horizon at Willow Airport, but it was likely lost to the north and east of the airport. He remembered seeing some house lights in the vicinity, but none during the right crosswind turn.
- He stated that they flew from Talkeetna Airport to Palmer Airport, where the lights were not working, then onto Wasilla Airport for two landings and then to Willow Airport for another landing. Mr. Cabaud stated that the pilot performed very well. They decided to perform another landing to runway 31 at Willow Airport.

- After takeoff from runway 31, Ms. Spaulding climbed to 800 ft and commenced a right crosswind turn. Mr. Cabaud stated that he sensed something was wrong. As he was looking out to the right side of the airplane, he heard an unusual wind sound and increasing propeller RPM. He stated that he never saw the attitude indicator because it was on the left side of the instrument panel. He stated that Ms. Spaulding became spatially disoriented and the airplane was in a steep right angle of bank, so he took the flight controls, but the airplane impacted the ground, right wing first, nose low, before he could recover. The airplane skidded a long way and then twisted and rolled.
- After the accident, he assisted Ms. Spaulding and egressed the airplane through a tear in the right side of the fuselage. He checked that the ELT was on. He went back into the cockpit to find gear and accidentally stepped on his flashlight which turned on. He was able to find Ms. Spaulding's iPhone in the swamp in front of the airplane. He called the rescue coordination center and Ms. Spaulding's father. The remainder of the survival gear was inaccessible due their injuries and the large wreckage pattern and water level in the swamp. Both pilots sustained broken ankles.