



RECORD OF CONVERSATION

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Date: October 11, 2018

Persons Contacted: Rachel Allsup, Pilot in Command, N6492H, Spernak Airways, Inc
NTSB Accident Number: ANC19CA003

Narrative:

Ms. Rachel Allsup was interviewed by telephone after the accident of N6492H Cessna 207 at Sleepers Strip, Alaska, on October 11, 2018. This is a summary of her statements.

- Ms. Allsup has been employed by Spernak Airways, Inc since 2014 Summer season. She also flies for Lynden Air Cargo. She estimated her total hours at 3,500 and Cessna 207 hours at 900.
- Her duty day started at 1000 on the day of the accident. She was well rested and did not have any flight duties for the previous 12 hours.
- The accident flight was the return leg (back to Merrill Field Airport) of a cargo flight to Shirleyville. It was a 25-minute flight. She fueled the airplane from the company tank prior to the flight. She dipped both fuel tanks at 20 gallons a side. She planned on flying on one tank going up, and then the other on the return flight. She had a Spernak ramp employee flying with her to help with the cargo offload in Shirleyville.
- She had the right fuel tank selected for the first leg. During the return flight, while inbound to Merrill Field over Point Mackenzie, the fuel flow started to decline along with the engine power. Ms. Allsup stated that she immediately realized that she forgot to switch tanks earlier in the flight and ran the right fuel tank dry. She switched the fuel selector to the left tank and activated the auxiliary electric fuel pump. Power was restored, but she was over Sleepers Strip at 700 feet and felt a precautionary landing was a better choice than continuing over the inlet at low altitude.
- During the approach to land at Sleepers Strip, she stated that she misjudged the height of the trees, and she hit some trees with the right wing, but then landed without any control problems on the strip. She secured the fuel and master switch before touchdown. During the roll out to the east, she hit a soft spot about $\frac{3}{4}$ of the way down the strip, which caused the nose wheel to collapse and the propeller to strike the ground.
- She had no injuries.

October 15, 2018, 1500 ADT, addendum to ROC

Ms. Allsup was contacted again to clarify discrepancies in the statements provided to the NTSB on October 11 and the FAA on October 12. This is a summary of her statements.

- The first indication of a power loss prior to the accident was fluctuating fuel flow, followed by engine “sputtering.” She knew immediately that she had run the right fuel tank dry, so she selected the left tank on the fuel selector valve and turned on the fuel boost pump. She could not recall whether she turned on the boost pump prior to switching tanks. She could not recall whether she turned on the high or low fuel boost pump switch.
- After switching tanks and activation the fuel boost pump, the engine did not “catch.” She stated that in her experience, the engine power should have been restored quickly. The airplane was over Sleepers Strip, so she decided to make a landing there. She felt that she did not have enough time or altitude to determine why the engine power was not restored.
- The engine was producing power the whole time, although not full power. It was still “sputtering.” She secured the engine prior to making the approach to land. She turned the fuel selector to “off”, the mixture to idle cut off, the magneto switch to “off” and then the master electrical switch to “off.”
- After securing engine power, while turning to final approach, the airplane’s right wing hit some trees. Ms. Allsup stated that it was her fault and that she misjudged the altitude of the trees.
- When asked if the airplane had a loss of full power or partial power, Ms. Allsup stated that the engine “had power” and she did not know to what level. She stated that the airplane had power all the way to landing, but when questioned about shutting it down prior to the approach, she then corrected herself and said that there was no power on the engine during the landing.
- When Ms. Allsup was asked why she stated that she performed a “precautionary” landing with full power on the airplane in her previous statement, Ms. Allsup said that she did not know what a precautionary landing was, and she was nervous after the accident and just repeated the term that was used in the question. She stated that she did not know the difference between an emergency (forced) or a precautionary landing and could not say what type of landing she made at Sleeper’s Strip. The definitions of forced emergency and precautionary landings was provided to her.
- Ms. Allsup was asked to provide a written statement of the event in her own words.