

Daniel Anderson
Inspector Statement
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N185RN

When I arrived at the accident site, I observed the following

- The acft rested nose down at approximately 30 degree angle and had impacted on the pilot side of acft
- All the parts of the acft were located at the accident site
- The left wing leading edge outboard end had impacted the ground
- The right wing had not impacted the ground
- No fuel on the ground
- No odor of fuel was noted
- No post-accident fire
- Tail of the acft was torn from the empennage but was connected to the acft by the flight control cables
- LH and RH flap appeared to be in the down position
- RH aileron appeared to be in a downward position
- LH aileron appeared to be in an upward position
- Fuel selector was set to the middle position
- There was a bottle of some kind of alcohol on the ground ~ LH side of the acft
- Acft propeller was damaged but did not appear to be rotating when acft contacted ground
- No propeller ground strikes indicating propeller was under power while impacting the ground

Spoke with Anchorage Police Officer Jared Rogers, he stated the following

- 4 souls onboard the acft
- No fatalities
- Acft was traveling from the north heading south
- Acft was parallel to the Glen Highway
- Acft abruptly turned east towards Fire Lake crossing the Glen Highway
- Contacted trees on the east side of the Glenn Highway
- One occupant stated multiple times they had lost power

Spoke with Mr. Charles Cobb he lived two houses up from the accident and is a friend with the family involved in the accident; he stated the following

- He did not hear anything prior to the acft impacting the ground
- Realized something had happened when power went out at his house
- Explained what injuries the occupants appeared to have
- One of the occupants kept stating that they had lost power
- He had seen the acft leave earlier that day
- Heard the pilot do his mag check prior to taking off
- The plane took more distance than normal to get airborne

When I arrived at the accident I validated with APD that the power was turned off then I did a walk-around to account for all the flight control surfaces; everything was accounted for. Acft was loaded with a lot of personnel gear. The belly pod was broken open and was carrying some kind of snow skis and other outdoor gear. Some of the personnel equipment had been removed from the acft and was sitting on the ground in front of the propeller.

The wing box had separated from the forward pillars.

The RH OB leading edge where the wing connects with the forward pillar I observed that a fuel line was pulled from the fuel tank, the large mesh filter cover was still installed.

There was no real smell of aviation fuel present and while walking around the acft I did not observe very much fuel, if any on the ground.

Checked fuel selector and noted that it was set to the center position. I removed the LH IB fuel tank cap. I observed that the membrane in the tank was completely dry. I removed the LH OB fuel tank cap. I observed that the tank membrane showed the presence of fuel. I could not see any fuel with my eyes and grabbed a stick to dip the tank. Due to the position of the acft the dip stick went to the OB aft back corner of the tank. When I removed the stick there was a moisture mark about 1.5 to 2 inches up the stick. Inspector Cary took a picture of the stick.

I did not pull the fuel tank caps on the RH tanks due to the position of the acft. The wing was in a vertical position and the acft was resting against a large cable that was strung between the power poles.