



NTSB RECORD OF CONVERSATION

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Anchorage, AK (Alaska Region)

Date: 04/30/2020
Person Contacted: Torsten Renner (Passenger)
NTSB Accident Number: ANC20LA043

Narrative:

The following is a summary of a conversation that occurred with the pilot's son who was seated in the front right seat of the airplane at the time of the accident:

- The accident happened very fast, he hit his head on impact, and blacked out
- He recalled the engine lost power over the north side of the lake
- His father was the pilot flying during the accident
- The flight that day to their cabin was the only trip of the day, and the flight began around 1330
- There was a GPS onboard that every now and then they will use for foreflight for winds if the weather calls for it
- He estimated about 200 lbs. of cargo in the airplane cabin and cargo pod
 - The airplane cabin consisted of a lot of bulky stuff, winter survival gear, water, bunny boots, drills, drill bits, and sleeping bags
 - The cargo pod mostly consisted of skis
- The approach to the lake was normal, as they come in around Chugiak High School since there is a notch in the trees on the south shore for the approach
- His father normally uses up the lake for landing and does not land short
- His father also normally flies a large pattern with a big shallow bank while flying the Cessna 185
- The engine made no unusual noises or sputters prior to the loss of power, it was like the engine was just pulled to idle
- The airframe and engine did not shake at all during the loss of power
- There was nothing wrong with the ailerons or controls, the airplane was flying great prior to the accident
- He did not recall the throttle or propeller lever being adjusted prior to the loss of power



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- His dad flies on BOTH fuel tanks, never on an individual tank from what he has ever remembered, and does not believe the fuel tanks got switched prior to the accident
- They sumped the fuel tanks at the cabin (Middle Lake) with no water or contaminants noted, he was unsure of the quantity of fuel onboard at the time as they do not dip the tanks or visually check fuel levels, they rely on the fuel totalizer for the fuel quantity
- He was unsure when the last time fuel was added, they did not add any fuel that day, and his father normally flies to the Birchwood Airport (BCV) to fuel there at the fuel station since they have wheel-skis installed on the airplane
- During the accident the fuel gauge looked like a red blur, there were red numbers on the totalizer, and he was unable to read the factory gauges
- He did not recall the fuel quantity during the accident
- He did not know of any mechanical problems recently noted or before the accident flight, he stated the airplane has run great
- He stated he knows engines a little and does not believe there was anything major or catastrophic that caused the loss of power