



RECORD OF CONVERSATION

Mark P. Ward
Aviation Accident Investigator
Alaskan Region

Date: November 17, 2021
Person Contacted: Mrs. Sara Origer
Location: Telephone
NTSB Accident Number: ANC22LA004

Narrative:

On October 23, 2021, about 1825 Alaska daylight time, a Gregg Origer PA-18 Replica airplane, N368G sustained substantial damage when it was involved in an accident about 2 miles south of Willow, Alaska.

Mrs. Origer was a passenger on the flight and stated the following:

They departed from a southeast runway located at their private airstrip for Sky Ranch Airport to meet with friends. They then continued to Anderson Lake Airport (0AK1) to pick up wing covers and visit with friends. At 4:45 pm they departed to return home. She noted a light breeze when they boarded the airplane for departure. They flew along the mountains, over Nancy Lake, then over Honeybee Lake airport and to their private airstrip. She said the flight was smooth and she didn't recall any turbulence.

There are two runways at their home airport, an old runway that is narrow and has tall trees located on both ends, and a new runway that is wider with better approaches. She stated that Gregg did not use the old runway when he had a passenger onboard the airplane and she did not know why he choose that runway the day of the accident.

Upon arrival at their private airstrip Gregg approached to land utilizing the old runway. She expressed confusion with the selection, and he replied, "I don't want you to worry". She was not afraid or concerned about the runway selection, but thought it was odd and noted that she prefers the new runway. While on final approach to land she felt the airplane hit something, which she presumed was a tree, and at the same time the tail got "squirrely". She did not remember if the "squirrely" tail occurred before or after the bump that felt like the plane hitting something. The next thing she remembered was being slumped over to the right after the airplane had come to

rest. A distinct fuel smell was present, and she observed fuel leaking from the airplane. She exited the airplane and was approached by two Good Samaritans responding to the accident to render aid.

She stated that she felt very comfortable flying with Gregg. They had owned three different planes over the past 25 years. She and Gregg had routinely flown their small airplanes together. . They would fly to gravel bars, off airport landing sites and runways. They spent a lot of time flying together and she had complete confidence in his abilities. She said he had practiced stalls in the accident airplane, and he understood that this plane flew differently. That Gregg was a perfectionist and consistently working on how best to fly this plane.

It took Gregg about 4 years to build the plane. He kept detailed notes, on the build, his concerns, and solutions. Gregg was a very detail oriented individual. He reached out for help from knowledgeable mechanics in the area, on the phone and over the internet. He would only let people he trusted help him with the construction of the airplane.

When asked about any maintenance issues with the airplane. She said the wings were longer than standard and about a year ago Gregg had problems with the flap hangers bending. He replaced the flap hangers with stronger hangers from Keller flaps. She said that two local mechanics (Mr. Walters and Mr. Bills) had helped Gregg with the construction of the airplane and would be knowledgeable about the airplane and build process.

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