



RECORD OF CONVERSATION

Jennifer Rodi
Air Safety Investigator
Central Region

Person Contacted: Tim Knutson
NTSB Accident Number: CEN17FA196

Narrative:

During the conversation, Mr. Knutson stated the following:

The accident airplane was owned by the family and had been rebuilt 3 to 4 years prior to the accident. Mr. Knutson flew the airplane on the day prior to the accident. The airplane was running well with no reported anomalies. Mr. Knutson estimated that the wing fuel tank was full of fuel and the nose fuel tank was down about 3 gallons. Mr. Knutson was not home on the day of the accident and was not aware of the details of the accident flight.

Mr. Knutson was the pilot's father and reported that the pilot was in good health. He was a junior in high school and had no known stressors in life. The pilot had been "flying" since he was one year old, and Mr. Knutson served as his primary flight instructor. He stated the pilot had spent a lot of time in the accident airplane and was familiar with its flight characteristics including spins. The pilot also flew a Cessna 172 and a Cessna 150. He had flown with friends several times since earning his rating and his friends always commented on how safe he was.

When asked, Mr. Knutson stated that he installed the airplane shoulder harnesses in June of 2016. He did not follow a supplemental type certificate. Rather, he purchased the harness and fittings from different vendors known to sell Cub-type components. He stated that the "shoulder harnesses felt like an encumbrance" and he and the pilot had a bad habit of not using them in the accident airplane. He elaborated stating that the front shoulder harnesses impaired the forward vision of the pilot and came right across the head of the pilot.