



## RECORD OF CONVERSATION

**David B Banning**  
**Senior Aircraft Accident Investigator**  
**Alaskan Region**

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**Date: August 4, 2019**  
**Person Contacted: Mr. Tyler Kornfield**  
**Location: Telephone**  
**NTSB Accident Number: ANC19FA042**

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### **Narrative:**

Mr. Kornfield was located at the Thomas Training Center on Eagle Glacier, and during a telephone conversation conducted on August 4, Mr. Kornfield stated the following:

He was at the tip of the course which is located at the high point of the glacier and looking left when he observed the airplane flying parallel to a ridgeline. He observed the airplane make a steep turn to the north and the ridgeline followed by a descent, and shortly thereafter, he observed a cloud of black smoke. He stated that he did not hear the airplane.

END



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**Date: August 2019**  
**Person Contacted: Mr. Curtis Kramer**  
**Location: Telephone**  
**NTSB Accident Number: ANC19FA042**

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### **Narrative:**

During a telephone conversation Mr. Kramer stated the following:

He observed the airplane, prior to the accident, performing aggressive flight maneuvers. He stated that he saw the airplane approach a mountain ridge, pitch up and entered a steep climb before disappearing from view. Shortly thereafter, he was notified of smoke rising from an area known as Goat Mountain.

END



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**Date: August 5, 2019**  
**Person Contacted: Mr. Greg Sowder**  
**Location: Telephone**  
**NTSB Accident Number: ANC19FA042**

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### **Narrative:**

Mr. Sowder was a close friend of the airplane owner and student pilot-rated passenger who was fatally injured during an aircraft accident involving N7402D. During a telephone conversation conducted on August 5, Mr. Sowder stated the following:

The purpose of the flight was to take friends on a 15 to 20-minute aerial tour of the Girdwood valley. Following the completion of the tour, the pilot, who was also a friend of the airplane owner, was going to fly the airplane to Montague Island. He stated that the pilot and airplane owner had consumed alcohol earlier in the day. He had received a text that they were drinking, in addition to, a text that they were at the local mercantile purchasing beer. The two friends had an argument the day before, and it was a tradition to drink after reconciling their differences. He said, the pilot was a heavy drinker when not working.

The airplane was kept at Girdwood Airport and had just received approval for an N-number change from N7402D to N420AK. He had received a text, about a week and a half prior to the accident from the airplane owner, notifying him that the airplane was full of fuel and that the fuel sumps had been checked for water. He stated that the airplane had not been flown since that time.

END



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**Date: August 4, 2019**  
**Person Contacted: Ms. Anna Barnell**  
**Location: Telephone**  
**NTSB Accident Number: ANC19FA042**

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### **Narrative:**

Ms. Barnell was located at the Thomas Training Center on Eagle Glacier, and during a telephone conversation conducted on August 4, Ms. Barnell stated the following:

She observed the airplane flying next to a ridgeline before making a turn and beginning a descent. The airplane disappeared from view followed by a cloud of black smoke. She described the descent as not shallow, but not particularly steep either. She stated that the airplane didn't appear to have enough altitude to clear the ridge and made no attempt to initiate a climb. She went on to state, that she heard no unusual sounds emanating from the airplane prior to impact.

END



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**Date: August 4, 2019**  
**Person Contacted: Ms. Sadie Bjornsbn**  
**Location: Telephone**  
**NTSB Accident Number: ANC19FA042**

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### **Narrative:**

Ms. Bjornsbn was located at the Thomas Training Center on Eagle Glacier, and during a telephone conversation conducted on August 4, Ms. Bjornsbn stated the following:

She observed the airplane flying up a valley, before making a casual turn towards a rock wall which was followed by a plume of black smoke.

END