



RECORD OF CONVERSATION

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Date: March 20, 2019
Persons Interviewed: Joe Sirard, friend of pilot
NTSB Accident Number: ANC19FA038, N7469A

Narrative:

Mr. Sirard is a friend of the missing pilot, Mr. Timothy Twohy, who was flying a Cessna 172 airplane that went missing on March 6, 2019. This is a summary of his statements.

- Mr. Sirard was with a group of hunters for that week and coordinated with Mr. Twohy a flight to pick up the bison meat from the hunt and fly it back to Wasilla. The flight was supposed to be the previous day, but Mr. Twohy stated that the weather was not good.
- On the day of the airplane's disappearance, Mr. Sirard talked to Mr. Twohy at 1230 to coordinate the flight. The weather was good on March 6. The clouds were about 9,000 ft.
- The airplane arrived at Submarine Lake (at Farewell) at 1600. Mr. Sirard could see the airplane when it came out of the pass. The weather was good. There was a scattered layer above the mountain tops and blue sky over Farewell. The visibility was 20 miles and the temperature was 40°F.
- Mr. Sirard was surprised when the airplane showed up at 1600, because it was late in the day. Mr. Twohy said he got a little lost near Skwentna because it was cloudy there and he did not have his GPS with him. Mr. Twohy said that the weather cleared up after that. He also stated that he came through Ptarmigan Pass, although Mr. Sirard was not sure if he stated that he will return through Ptarmigan pass.
- Mr. Sirard loaded an estimated 400 - 420 lbs of bison meat into the airplane. He hauls weight in his profession and he also flies, so he is confident in the weight estimation. The rear seats were installed. He also loaded a yellow bag with a pelican case full of camera equipment, about 15 lbs. Mr. Twohy said that he was good with the weight and that he was not tail heavy.
- He noted the carbon monoxide detector card was on the instrument panel, but he could not recall what color it was.
- Mr. Twohy poured 5 gallons of avgas into the wings and stated that he did not need anymore because he had 2.5 hours' worth of fuel onboard.

- While the airplane was on the lake at Farewell, between 1600 and 1700, the weather began to deteriorate. There were light snow flurries that occasionally obscured the mountains. Mr. Sirard asked Mr. Twohy if wanted to wait until the weather cleared, and Mr. Sirard responded “no, I’m good. I have 800 ft through the pass.”
- Mr. Sirard watched the airplane takeoff on the lake and depart. The engine sounded normal. Mr. Sirard is a pilot.
- Mr. Sirard’s crew drove to Bear Creek Cabin on snow machines and they arrived about 2000. He was expecting a text from Mr. Twohy on his InReach stating that he arrived in Wasilla; however, there were no texts. Mr. Sirard called a friend in McGrath who then contacted flight service to report the overdue airplane. Mr. Sirard then called the Rainy Pass Lodge to find out if the airplane landed there. The lodge owner stated that he did not see it and that all the airplanes were gone by 1730 and they had good weather back to Anchorage.
- Mr. Sirard said the pilot was very experienced and conscientious.
- A friend of Mr. Twohy sent him pictures of the cockpit from a flight that she had in the airplane. The photograph indicates an electronic carbon monoxide detector was present. Refer to figure 1.
- Mr. Sirard’s phone number is [REDACTED]



Figure 1. N7469A Cessna 172 instrument panel with carbon monoxide detectors.