RECORD OF CONVERSATION

Brice Banning
Senior Aviation Accident Investigator
Alaska Region

Date: October 2021
Person Contacted: Mr. Duane Nixon
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.

Mr. Nixon stated the following:

He was located at [redacted], Alaska when he observed the airplane fly over his location. He reported that the engine appeared to be at a low power setting, as it was fairly quiet, which he thought was unusual. Subsequently, the airplane made a turn and disappeared from view. He then heard an increase in engine power followed by the sound of an impact. He and another Good Samaritan responded to the scene to render aid. He stated that at no point did he hear any unusual sounds from the airplane and the engine appeared to be operating normally. - END

RECORD OF CONVERSATION

Mark P. Ward
Aviation Accident Investigator
Alaska Region

Date: November 18, 2021
Person Contacted: Doug Keller
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.

Mr. Doug Keller is the owner/developer of the Keller flap and stated the following:

Doug stated that, "bigger flaps are problematic." The approved size is 66 ½" and anything bigger is not recommend but homebuilders are their own test pilot and take on the responsibility of the risk.

Doug has not heard of any issues regarding blanking of the tail due to the larger flaps. Doug remembered working with Gregg and saw lots of red flags on his build request. Gregg was making too many changes and mixing and matching configurations without the knowledge of how these changes would affect each other. He strongly recommended against the changes Gregg wanted. Doug believed Gregg to be a low time pilot based on his conversations with him.

Doug was aware of the flutter problem Gregg experienced with the airplane and knew it was because he had used an unbalanced aileron. In addition to Gregg's design of the aileron control.

Doug said three different test pilots in Alaska performed flight testing for the Supplemental Type Certificate of the 66 ½" Keller flap modification to the Piper PA-18 Super Cub. According to Doug, one of the three test pilots reported tail shake close to the stall; however, he had limited time in a cub. The other two test pilots were experienced Super Cub pilots and reported that it was normal to experience some tail shake when approaching a stall in the Super Cub.

It was Doug’s opinion that the larger flaps would not have increased the possibility of blanking the tail. - END

RECORD OF CONVERSATION

Mark P. Ward
Aviation Accident Investigator
Alaska Region

Date: November 18, 2021
Person Contacted: Jay DeRosier
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.

Mr. Jay DeRosier is the owner of Javron. Javron is the manufacture of the kit to build the homebuilt airplane PA-18 Replica and stated the following:

Jay remembered working with Gregg on the build of the accident airplane. Jay said that Gregg used the biggest flaps available which were the 102" flap made by Keller. STC approved size is 66 ½". The Keller flaps are made by Airframes Alaska now. Gregg used the wider cord ailerons to match the Keller flaps. The Keller flaps are 1 ¾ inches wider cord than stock.

Jay has not heard of any issues with the larger flaps blanking out the tail. . He has produced 170 kits so far with no issues. He has heard of the issues with bent flap hangers. Bent hangers are happening on certified airplanes too and that the manufacture (Piper) has gone to a stronger hanger. Damage can occur when full power is applied in conjunction with a rapid pull aft on the control stick. He is aware of 2 airplanes built from his kits that had to change to stronger hangers due to bent hangars. The bent hangers are inside (closest to the root). He uses Piper drawings for the construction of all his parts. His parts are interchangeable with stock parts.

Gregg had requested some design change that he was not comfortable with. Gregg wanted extended (longer) wings and a longer chord. He also wanted to change the location of the aileron pivot point. Jay recommended not making the changes; however, he built the wing the way Gregg wanted with the requested changes

He worked with Gregg on an aileron flutter issue he had with the airplane. The problem occurred at high speed and was due to the fact that Gregg had used unbalanced ailerons. The issue had been resolved with by utilizing balance ailerons.

He was unaware of any mechanical issues regarding bent flap hangers.

-END