



RECORD OF CONVERSATION

David B Banning
Senior Aviation Accident Investigator
Alaskan Region

Date: February 16, 2021
Person Contacted: Mr. Don Welty
Location: Telephone
NTSB Accident Number: ANC21FA015

Narrative:

On February 4, 2021, about 1051 Alaska daylight time, a Cessna A185E airplane, N9725Z, sustained substantial damage when it was involved in an accident near Chitina, Alaska.

Mr. Welty is a certificated pilot and stated the following:

He departed from Glenallen with another pilot and flew as a passenger to the accident site arriving 10-20 minutes after Mr. Paul Claus [Mr. Claus located the wreckage between 1145-1200 Alaska standard time on February 4th] who also responded to the accident. They flew at an altitude of about 5,500 ft msl and he described the weather conditions as clear skies in Glennallen with a thin stratus layer in the vicinity of the accident site on the north side of the Chitina River and extending to the east. The floor of the stratus cloud layer was about 3,000 ft msl and it extended vertically to about 4,000 ft msl with clear skies above the cloud layer, and unrestricted visibility and sunlight visible through the clouds below the cloud layer. He reported no turbulence and no significant winds aloft.

He went on to say that he knew the accident pilot and had no reservations with regard to his flying abilities.

END



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Person Contacted: Mr. Paul Claus
Location: Telephone
NTSB Accident Number: ANC21FA015

Narrative:

On February 4, 2021, about 1051 Alaska daylight time, a Cessna A185E airplane, N9725Z, sustained substantial damage when it was involved in an accident near Chitina, Alaska.

Mr. Claus is a certificated pilot and stated the following:

He and his wife had flown with the accident pilot on multiple occasions and Mr. Claus considered him a very conscientious pilot. He was notified of the accident and located the wreckage via an airborne search at 1145 to 1200 Alaska standard time [on February 4th]. He stated that he flew between the surface and 4,000 ft MSL and the weather was flat calm with no turbulence encountered and a temperature of 0° to -10° F. He said there was a cloud layer in the area that started about 2,000 ft MSL with the tops estimated at about 5,000 ft MSL. The layer was moving to the east and slowly dissipating.

He went on to state that the area of the accident was a bad area for turbulence when strong winds were present.

END