



RECORD OF CONVERSATION

David B Banning
Aviation Accident Investigator
Alaskan Region

Date: July 20, 2015
Person Contacted: Josh Filter
NTSB Accident Number: ANC15FA050

Narrative:

Mr. Filter observed N734VB, a Cessna 206 that crashed while performing a low flyover of a wedding party near Trapper Creek, AK.

During a conversation on July 20, 2015, Mr. Filter stated the following:

His father-in-law had officiated his wedding at his residence in Trapper Creek the afternoon of July, 19. Following the ceremony he decided to liven up the party by performing low levels passes over the residence. On his third pass he was near tree top level in a right bank between two spruce trees about 50 feet tall, when Mr. Filter observed the airplanes left main tire impact the top of the spruce tree.

He stated that the airplane made no unusual sounds and seemed to be operating fine prior to impacting the tree top. He estimated the airplane's speed to be approximately 100 to 120 knots.

In addition, he stated that he helped his father-in-law maintain the aircraft as an apprentice mechanic; and that the aircraft was meticulously maintained.

The airplane had been purchased as a float plane out of California and according to Mr. Filter "they would probably not have purchased the airplane if they had known the extent of the corrosion present in the airframe".

End



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Date: July 22, 2015
Person Contacted: Greg Graber
NTSB Accident Number: ANC15FA050

Narrative:

Mr. Graber observed N734VB, a Cessna 206 that crashed while performing a low flyover of a wedding party near Trapper Creek, AK.

During a telephone conversation on July 22, 2015, Mr. Graber stated the following:

He observed the airplane descend over the wedding reception party at near treetop level. He stated that the airplane had completed a turn and initiated a climb just prior to impacting the top of a spruce tree. The climb continued for about 5 or 6 seconds before the airplane rolled inverted and subsequently disappeared into the trees.

He stated that the airplane appeared to impact about the top 2 feet of the spruce tree with the right main wheel.

End