

Erickson Scott

From: david.u.frederick [REDACTED]
Sent: Tuesday, January 31, 2006 1:36 PM
To: Erickson Scott
Subject: Fw: M/V Columbia Statements



IMAGE
(115).PDF

Scott,

Here are the statements from the folks on the State Ferry Columbia. I will transcribe and send the other two statements that I have as soon as I get them done.

David Frederick
Juneau Flight Standards District Office AL-05
[REDACTED]

----- Forwarded by David U Frederick/AAL/FAA on 01/31/2006 01:27 PM

RMGordon
[REDACTED]

To [REDACTED] David U Frederick/AAL/FAA@FAA

01/31/2006 08:54

cc AM

Subject M/V Columbia Statements

Mr. Frederick,

Please find the attachment containing all of the statements from the
Bridge of the M/V Columbia 01-25-06.

Please do not hesitate to call if other assistance is needed.

V/R Richard

(See attached file: IMAGE (115).PDF)

JAN 30 2006



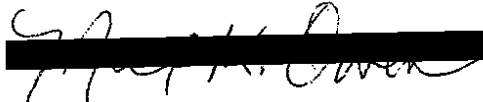
MEMORANDUM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Alaska Marine Highway System

TO: DATE: January 28, 2006
FILE #:
PHONE #:
FROM: Max Owen SUBJECT: Jet crash in Ketchikan Alaska

My name is Max Owen. I am an AB aboard the Alaska State Ferry M/V Columbia. On Wednesday Jan. 25, 2006 we were southbound in Tongass Narrows heading for the Ketchikan terminal. I was at the helm steering at about 12:30 P.M. and looked up from the repeater and saw this big splash in the water about 3/4 to one mile ahead. I thought it was a whale breaching. I never did see the whale or anything else that could have caused the splash.

We continued on down the channel and we had already passed the area where we saw the splash when we received a radio call from the Coast Guard telling us of a possible downed aircraft in the Tongass Narrows just north of where we were. The Captain took the con and we turned the ship around to see if we could help in the search. After that there were several boats responding, as well as floatplanes and helicopters. Lots of radio chatter from everyone. As I said all I saw was a large splash.



JAN 30 2006

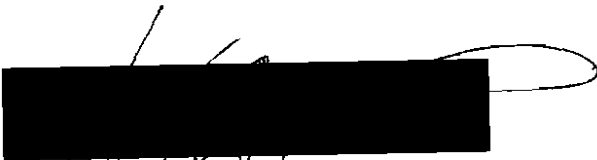
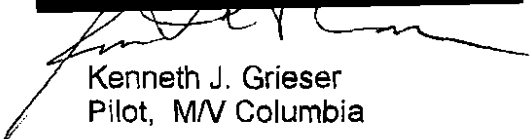


1/29/06
M/V Columbia

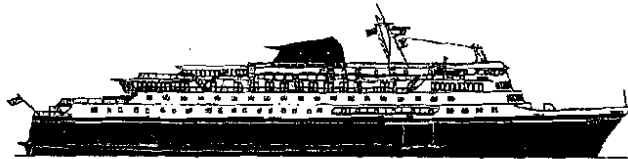
Written Statement Concerning Plane Crash in Tongass Narrows,
1/25/06

On 1/25/06 I was standing watch as Pilot on the bridge of the M/V Columbia. At 1247 the vessel passed Channel Island in Tongass narrows and came to a course of 135. Our speed was about 8.5 kts. The weather was light winds and snow. Visibility was $\frac{1}{2}$ to $\frac{3}{4}$ mile. When the ship was about half way between Channel Island and Peninsula Point I noticed a splash and spray in the water about 11 degrees to port. At that moment I was looking ahead and about 15 degrees to starboard. We had heard a float plane fly overhead about 5 minutes earlier, so with the bad visibility I remember thinking about the possibility of a plane crash. I looked at the spot with binoculars but I didn't see anything but water and foam. There was no sign of debris or oil. I then concluded that the splash must have been a whale. There were several other people on the bridge but only the Captain and the Helmsman, Max Owen, noticed the splash along with myself. The location of the splash was along the shore halfway between Peninsula Pt and the Red #10 buoy. At that moment the only other craft on the water was a Promec floatplane just leaving from Peninsula Pt. The only aircraft noise that we heard was the earlier float plane. I didn't hear any jet noise or see any other aircraft.

The M/V Columbia continued down Tongass narrows until abeam green buoy 9. At that point the USCG announced on the marine radio that an aircraft had crashed in North Tongass narrows. We immediately assumed that the splash had something to do with crash. The Captain took the conn and turned the ship around to go back to the spot of the splash. I called the USCG on the radio and reported the splash, its location and that we were going there. We readied our rescue boat for launching. We returned to the Red #10 buoy but saw no signs of the aircraft or debris. At this time several small craft, including USCG rescue boats were on scene so we turned again and headed for our berth near the shipyard.



Kenneth J. Grieser
Pilot, M/V Columbia

JAN 30 2006



M/V COLUMBIA



FROM THE DESK OF CAPTAIN PHIL TAYLOR



January 28, 2006

WRITTEN STATEMENT ON 1-25-06 KETCHIKAN PLANE CRASH

While transiting Tongass Narrows southbound on January 25th with weather that brought visibility down to less than a mile, with snow flurries and a light northerly wind, just before 1300 AST as I was looking down the channel out of the corner of my eye I saw a large splash between Peninsular Point & Buoy #10 on the north side of Tongass Narrows. At first I thought it might be a Humpback Whale breaching which I found interesting since I've never seen a whale breach in Tongass Narrows before, so I grabbed my binoculars to get a better look & to see where the whale might come up again. The splash was located around; 55 22.6 W Latitude, 131 44.0 N Longitude.

Most of the Bridge Watch along with myself witnessed this large splash, like me others took a better look at the area with the use of binoculars and saw nothing out of the ordinary, no debris, no oil slick and no whale sign. The splash was about a ½ mile ahead of us and about 12 degrees to port from our heading of 135 T. Shortly after it happened we went past the area within a ¼ of a mile and still did not see anything on the water's surface or bubbling up.

I recall seeing a Pro Mech turbine Otter departing Peninsular Point & begin to taxi West (into the wind) on the channel about the same time we were abeam of the point. Besides us this was the only traffic in the channel at the time.

A few minutes after we had past the area of the splash reports of a plane going down in the narrows begin to come across both channels 13 & 16 on our VHF radios. We quickly discussed the possibility that the splash we saw could have been this plane and came to the conclusion it may have been. I took the con (control of the ship) and spun the ship around in the channel at green can C "9" & headed back up towards Peninsular Pt. While coming about the Water Taxi was coming quickly up the north side of the channel and past us on the bow followed by a State Trooper vessel moving quickly up the south side of the channel that past us on our stern.

We steamed up to the area of the splash and took a good long look for any debris or an oil slick since we were much closer this time as I had stopped the ship. While on our way back up the channel towards the splash area I had our Rescue Boat crew gear up & ready the boat for launching. We spent about 5 to 10 minutes on site with nothing found or sighted so I spun the ship around once again and continued south to our Ketchikan terminal.

There was considerable chatter on our VHF radios with reports coming in from Ward Cove to the ferry terminal. While heading up to the splash site we heard that the pilot of the aircraft had "ejected" out of the plane so we thought maybe it was his seat that made the splash, but shortly after arriving back on the site we heard that the pilot had ejected closer to the Wolf Point area and that the plane had gone down near A & P Grocery. With these reports we figured the plane was headed in a southerly direction & that what we saw may have been from a large piece of the aircraft that may have caused the crash. We reported the Lat. & Long. of the splash site to the USCG, channel 21A.

The smoke plume from the crash site was not visible until we were coming up to the Airport Ferry (Gravina side) dock and even then it blended into the weather being almost the same gray color. While I was docking the ship at our KTN terminal I could smell and see the aviation fuel as it washed into the basin of Berth #2 & out towards our berth & into the channel.

After a couple phone calls Friday from the Port Captain's office and FAA representatives while berthed in Bellingham, WA it has come to our attention that the splash we saw was not a piece of the aircraft but the aircraft itself as it slammed or skipped off the channel's surface. It has also been reported that the estimated speed of the aircraft was near 300 knots so if it had indeed touched down near us at that rate, from our perspective it would have moved off into the inclement weather & our visibility spectrum before the splash could subside. We estimate it was less than 20 seconds from where we saw the splash till the plane hit the ground. If the plane did skip then it must have been in a dead stick glide because at that range (less than ¼ mile) we would have surely heard a jet engine scream by us, we could easily hear a floatplane fly by including the police sirens on Tongass Highway & rescue helicopters later on.

This is to the best of my knowledge,


Captain Philip E. Taylor



Accident No. **ANC06FA018**
NTSB Investigator **Scott Erickson**

Date: 1/29/2006

Time: 6:30 PM

Telephone interview with Mr. Glen Mood. Ph [REDACTED]

Where: Mr. Mood was working on a house directly above the accident site and about three city blocks inland and approximately 200 feet msl, [REDACTED] Mr. Mood had stopped working to take a short break, walked around the house (to be on the water side) did not have any equipment running. He heard what sounded like a jet taking off from the airport. Not like a 737 but like an F-86, more shrill. Just like when at full power increasing in intensity for a count of about 5. Then abruptly stopped then a count of 1, 2, 3 then bam then 1, 2, 3, a large black cloud. Mr. Mood said never saw the aircraft in the air. He only heard it.

Weather: Mr. Mood stated that it was snowing but he could still make out the outline of Gravina Is. (the island that the Ktn airport is on and across the Tongass Narrows from his location). He could not see the mountains... he could see up about 150 to 200 feet looking slightly southeast.

Accident No. **ANC06FA018**
NTSB Investigator Scott Erickson

Date: 1/31/2006

Time:

Telephone interview with Mr. Norm Taylor. Contact through Temsco in Ktn.

Driving back to work(he works at TEMSCO located at Peninsula Pt.) from lunch . He was approaching the A&P Grocery Store from the east. Saw an airplane descend out of the clouds and into the snow.(he explained that "into the snow" was into an area below the clouds where it was snowing but he could see the airplane through the falling snow). The aircraft seemed to be a couple of hundred feet in the air. The clouds were about at the top of the tree line. Wings were level nose up (couldn't give an estimate of the nose up attitude)he did not notice if the landing gear was up or down. Diverted his attention briefly to make sure he was staying on the road. Looked up at the airplane again...it was dropping, nose down, about 45degrees down, he could see the tail and part of the fuselage. He also saw a small white chute maybe 6 feet in diameter "trying to grab air and then collapse several times" he explained this to be opening and closing. The chute appeared to be traveling the same speed and along the "same line" as the airplane. He said that it looked like it may have been attached to some part of the aircraft but couldn't tell for sure. He was not able to give any information indicating if the engine was running or not since he had the windows up and was driving.

Accident No. **ANC06FA018**
NTSB Investigator Scott Erickson

Date: 2/3/2006

Time: 14:00

Telephone interview with Mr. Darin Hehr. Contact through TEMSCO in Ktn.

Mr. Hehr reported that he was past Wolf Pt heading back to TEMSCO. He was approximately abeam the approach end of Rwy 11 on the opposite side of the Tongass Narrows. He estimated the visibility to be greater than 1 mile but not sure how much greater and snowing. Saw the jet in an extreme nose high attitude (he estimated 10 degrees nose up) at an altitude of 500 feet "maybe". Did not recall the position of the gear. Could not tell if the engine was running...windows up and road noise. Aircraft seemed to descend. When asked about the wind conditions he replied "nothing special". He estimates that he was about $\frac{1}{2}$ to $\frac{3}{4}$ of a mile from the site of the accident when he saw the aircraft.