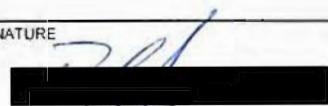
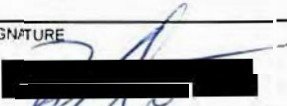


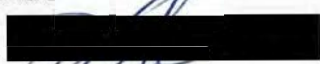
RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 2:00 PM	DATE 06/04/2017
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION David Roman [REDACTED] ASI Rafael C. Gonzalez		ROUTING	
		SYMBOL	INITIALS
Airport Aviation Services office, Luis Muñoz Marin International Airport			
(SJU)			
SUBJECT N21WW Accident Investigation			
DIGEST On June 4, 2017 This reporting inspector interviewed Mr. Roman at SJU airport, Mr. Roman performed the fueling procedures to N21WW on June 3, 2017. Mr. Roman stated that he fueled 4 out of the 6 tanks this aircraft had, he grounded the truck to the aircraft and proceed to fuel the aircraft in top of each wing in the inboard and outboard tanks to full, the auxiliary tanks were not open, any fuel in those tanks were unknown to Mr. Roman. He fuel 31.2 gallons of 100 AVGAS at 1326PM, weather was sunny and the probability of the fuel been contaminated with rain water was 0%, he demonstrated knowledge of the fueling process. Mr. Roman stated that every time he fuel N21WW the fuel requirements were the same, 4 tanks to full. Also mention that he was surprised when he learned that Mr. Jose Diaz Cotto was the PIC of this aircraft because he always have seen the pilot flying the islanders not the aztec, no deficiencies were noted in his training. Mr Roman have been an employee of Airport Aviation Services for 6 months.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/04/2017	TITLE ASI	SIGNATURE [REDACTED]	

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 11:00 AM	DATE 06/06/2017
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Police Officer Jose Luis Diaz Diaz (Diver), ASI Rafael C. Gonzalez		ROUTING	
Yellow Media Hangar		SYMBOL	INITIALS
SUBJECT N21WW Accident Investigation			
DIGEST On June 6, 2017, this reporting inspector contacted PRPD Diver Jose Luis Diaz Diaz and asked him were was sitting Ms. Molly Reef (fatal) by NTSB Request. Officer Diaz stated that Ms. Reed was sitting behind the Co-Pilot seat with her seat belt fasten, he unbuckled the seat belt with out any effort and took her out of the aircraft using the right side door.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/06/2017	TITLE ASI	SIGNATURE 	

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 10:00 AM	DATE 06/12/2017
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Casey Ellyson (Passenger), Shara Ellyson(Mother), ASI Daniel Figueroa, ASI		ROUTING	
Rafael C. Gonzalez		SYMBOL	INITIALS
Centro Medico Pediatric Hospital, San Juan, PR			
SUBJECT N21WW Accident Investigation			
DIGEST On June 12, 2017 ASI Figueroa and this reporting inspector visited Ms. Casey Ellyson at Centro Medico Pediatric Hospital in San Juan PR. Ms. Ellyson informed that she was sitting behind the Pilot seat, her dad was in the Co-Pilot seat and Molly Reed was behind her Dad next to her. The pilot did not provide any safety briefing and remained silent, she think the pilot doesn't speak English. The pilot started the engines and went straight to the runway, she noticed the right door open, I asked her if they fasten their seat belts? she said yes, she stated that she did not feel anything unusual but was her first time flying in a small aircraft, they took off and she noticed the pilot dived the aircraft fast and pulled up very slowly several times, at this point she could see a tree line and she got scared, they approached the water very fast and she felt the left wing hit the water first, that yaw the aircraft 30° to the left and the aircraft hit the water a second time, she saw the pilot and her Dad got out the aircraft and Molly was conscious, she unbuckled her seatbelt and headed to the open door on the right side of the aircraft and got out using her hands, she swam to the coral reef and was helped by locals. She though Molly was behind her. Ms. Ellyson stated that she did not heard any change in the sound of the engines or smelled any smoke or fuel. ...Cont.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/12/2017	TITLE ASI	SIGNATURE 	

DIGEST (CONT)

Ms. Ellyson did not see any Life vest in the aircraft.

RECORD OF	<input checked="" type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input type="checkbox"/> TELEPHONE CALL	TIME 10:30 AM	DATE 06/12/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Scott Ellyson (Passenger), Shara Ellyson, ASI Daniel Figueroa,				ROUTING	
ASI Rafael C. Gonzalez				SYMBOL	INITIALS
Centro Medico Hospital, San Juan, PR					
SUBJECT N21WW Accident Investigation					
DIGEST On June 12, 2017 ASI Figueroa and this reporting inspector visited Mr. Ellyson at Centro Medico Hospital in San Juan PR. Mr. Ellyson informed that he was sitting in the Co-pilot seat, his daughter Casey was behind the Pilot seat and Molly Reed was behind him. The pilot did not provide any safety briefing and Mr. Ellyson instructed his daughter and Ms. Reed to fasten their seat belts, he also fasten his seatbelt. I asked if he used the harness provided? and he said he did not know a harness was available in his seat. The pilot remained silent and started the engines. The pilot requested Mr. Ellyson to hold the door open so the cabin remained cool during Taxi, during the Taxi Mr. Ellyson felt that something was not right and asked the pilot if this was his first flight, the Pilot answered "yes" and after a smile he said that he did many flights before. The Pilot moved his hand and pointed to the fuel gages to indicate that the aircraft was full of fuel. When they approached to the runway the pilot lean over Mr. Ellyson and closed the door and secured the handle. The Pilot started the take off process without reading any checklist, Mr. Ellyson did not noticed if all the leavers in the center column were all the way forward but noticed that the pilot had a lot of movement with the pedals, (Mr. Ellyson indicated that he was an Engineer and he was not a...Cont.					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
DATE 06/12/2017	TITLE ASI			SIGNATURE 	

DIGEST (CONT)

Pilot but had a basic understanding of how to fly an aircraft with some experience in a 757 professional simulator with a good friend) They got airborne and the aircraft gained some altitude but starts to yaw to the left. At this point Mr. Ellyson noticed that the pilot did not corrected the course and let the aircraft went perpendicular to the wind, he put in question the pilot competency and felt compelled to take the controls out of the pilot hands but did not touch anything. Mr. Ellyson could see that they were loosing altitude and could see they went under the tree line while keeping a left bank turn, the Pilot moved the yoke to the right abruptly and Mr. Ellyson thought what is this guy doing? everyone started to scream and they hit the water. Mr. Ellyson hit the console with his head and noticed the Pilot went out of the aircraft first, he did not knew how because he was the closest to the door, Mr. Ellyson unbuckled and got out of the aircraft using the right door, his daughter followed him but Molly did not come out the aircraft and the pilot did not assisted them during the emergency, he tried to go back for Molly but the fire was to intense and he was confused and badly burned.

After follow up questions, Mr. Ellyson stated that the engines sound did not change during the flight and both propellers were turning during the complete flight, no smoke or fuel odor were noted, he never saw the life vest and the Pilot did not notified them about the emergency or his intension of ditching. he concluded that he believed the pilot did not knew what he was doing and he did not notice any problems with the aircraft. he asked us why the pilot did not remained upwind to gain altitude?