

July 8, 2014

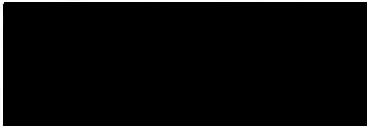
To Whom It May Concern,

My name is Lee Baldwin and I am the Superintendent here at Snoqualmie Falls Golf Course. At approximately 8:00 am this morning I was working on our irrigation system.

I heard the airplane noise but could not see it because the fog ceiling was very low, about 50 feet. I actually thought there was an acrobat plane practicing above the fog layer and then the noise got louder. I looked toward the noise to see the airplane heading west barely off the ground. The right wing hit a tree, the plane preceded west, bounced off the fairway, and then squarely hit another tree. At this point I called 911.

The plane barely missed one of our workers after impacting the first tree. There were golfers at the scene almost immediately.

Lee Baldwin



7/8/14

NTSB Accident #WPR1FA286

Cessna 182 N5816B

Fall City, WA

July 8, 2014

Witness Statement:

Date: July 8, 2014

Time: 8:05 am

Weather: 60 degrees F (approx) and overcast at about 100 to 150 feet above ground level.

I was preparing to tee off from the 9<sup>th</sup> tee box with my golf partner, Ken Brown, when we heard a loud sputtering engine that caused Ken to comment "what is that sound?". This was followed almost immediately by a loud thud and suddenly there was a plane, upside down, in the middle of the ninth fairway.

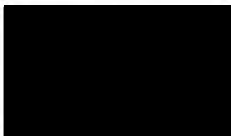
We called 911 as we ran north up the fairway to the plane, which was about 100-140 yards in front of us. We could see the pilot on the ground to the left of the plane towards the next fairway, we checked the plane to confirm that the pilot was the only occupant and informed the 911 operator that he was not moving, had multiple injuries and did not seem to be alive.

It appeared that the plane had skidded across the 18<sup>th</sup> fairway and had hit a tree between the 9<sup>th</sup> and 18<sup>th</sup> fairway while flying east to west. There was debris on the 18<sup>th</sup> fairway but we did not investigate. The engine was burning slowing at the base of the damaged tree, the plane was on the right side of the fairway, the pilot was face down on the left side with the damaged propeller just to the north of his body.

At 8:15 am, the police had arrived followed by the other aid services.

We gave our names, phone numbers and email addresses to the police officer and left the scene at about 8:30 am.

Signed: Bruce Michael Kunning

A solid black rectangular redaction box covering the signature of the witness.

July 11, 2014



# NTSB RECORD OF CONVERSATION

**Investigator name: Gregory Collins**

**Mode: Aviation**

**Region: WPR**

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**Date: 7/9/14 10:15**

**Person Contacted: Donald Gabel**

**NTSB Accident Number: WPR14FA286**

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## **Narrative:**

Mr. Gable stated that he was playing gold on the 13<sup>th</sup> Green with Mr. Zupan at 0800. Gable stated that he estimated the fog to be about 20 off the ground, Gable further stated that the fog was over all of Fall City not just the golf course. He further stated that he heard an airplane flying over but could not see it. Gable stated that he heard the airplane throttle up then ease off the throttle, then right before impact he described the pilot "throttling up really heavy." Gable stated that he feels the fog played a role in the crash.

Gregory Collins  
NTSB Aviation Safety Intern  
WPR  
Federal Way, WA

The digest was reviewed with him/her during the phone call and he/she agreed with the content.



# NTSB RECORD OF CONVERSATION

**Investigator name: Gregory Collins**

**Mode: Aviation**

**Region: WPR**

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**Date: 7/11/2014**

**Person Contacted: Eric Reault**

**NTSB Accident Number: WPR14FA286**

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## **Narrative:**

Mr. Reault stated that he was playing golf at the 16<sup>th</sup> hole on the Twin Rivers golf course directly west of the Snoqualmie River. Reault stated that at between 0700 and 0800 the vertical visibility was about 75 feet due to fog but also stated that the fog was starting to break up and horizontal visibility was much farther. Reault stated that he did not see the airplane take off but could hear the airplane powering down the runway, and thought “what is that pilot doing” because of the low fog. He believes the airplane took off from the runway heading east to west. Reault reported that directly after takeoff the airplane must have made a right turn, headed north then made a left turn heading south over the Snoqualmie River. Reault witnessed the airplane flying directly overhead at about 75 feet heading south then about 5 seconds later heard one “explosion.” Although Reault admits the only time he had visual contact was when the airplane flew directly overhead. According to Reault the pilot seemed to apply more power once the airplane was in the fog and seemed disoriented. Reault believes the pilot was attempting to maneuver back to the airport to land when he crashed.

Gregory Collins  
NTSB Aviation Safety Intern  
WPR  
Federal Way, WA

The digest was reviewed with him/her during the phone call and he/she agreed with the content.



# NTSB RECORD OF CONVERSATION

**Investigator name: Gregory Collins**

**Mode: Aviation**

**Region: WPR**

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**Date: 7/9/2014**

**Person Contacted: Mike Zupan**

**NTSB Accident Number: WPR14FA286**

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## **Narrative:**

Mr. Zupan stated that he was playing golf on the 13<sup>th</sup> green at Fall City golf course. Zupan stated that he never saw the airplane due to very low fog but believes he heard the airplane flying approximately 1 to 2 minutes during which he heard the airplane throttle back and then throttle up before the airplane impacted the tree. Zupan stated that he found it unusual as he has been playing at the golf course for 20 years and said that he has never seen or heard an airplane flying that far south of the runway at Fall City airport.

Gregory Collins  
NTSB Aviation Safety Intern  
WPR  
Federal Way, WA

The digest was reviewed with him/her during the phone call and he/she agreed with the content.

## **SNOQUALMIE PLANE ACCIDENT**

**On the morning of July 8<sup>th</sup> I had teed off of the number one hole at Snoqualmie Falls golf course and was walking to my ball at around 8 am, when I heard an airplane that sounded low and had a surging engine. I looked to my left and saw a single engine plane about 50 feet off of the ground flying up the number 9 fairway which is right next to the number 1 fairway where I was. I observed it hit a tree with the left wing then veer right and hit another tree. I was maybe 100 to a 150 yards from the crash, the front end of the airplane was completely gone and both wings were torn off. The pilot was thrown maybe 50 feet from the plane and was lying face down. He did not have a pulse.**

**The weather was foggy, with fog in the tree tops maybe 50 feet up. The fog did not look very thick, I would guess maybe 200 to 300 feet deep.**

**There was only a small fire where the engine was torn off at the base of a tree.**

**The question I have why was there no fuel smell or fire from fuel in the wings.**

**My name is Steve Day and I was a pilot with Alaska Airlines for 35 years.**

**My cel phone is** [REDACTED]

[REDACTED]