

DCA22MA193

OPERATIONAL FACTORS

Group Chair's Factual Report - Attachment 4

Interview Summary - Other Airline's Pilot

March 15, 2023

Interviewee: Captain [REDACTED]
Representative: Todd Banks, President & General Manager, Kenmore Air Harbor, LLC.
Date/Time: September 5, 2022 / 1600L
Location: Kenmore, Washington
Present: Shawn Etcher - NTSB, Matthew Rigsby - FAA
Investigator: James VanDerKamp - NTSB

During the interview Captain [REDACTED] stated the following:

Her total flight time was approximately 1,200 hours.

She stated that they operate as a single pilot, VFR only. They conduct scheduled routes and charters. She was operating a flight from Lake Washington to Friday Harbor Airport, while enroute she maintained 800-1000 feet MSL. Her route of flight was, northbound when she observed the accident aircraft which was southbound.

She stated that the accident flight passed her on the right side of her aircraft, she further stated that passing an airplane right wing to right wing was unusual. The "normal" course adjustment would be for the pilot to bank the plane to show the other flight they had them in sight, but this did not happen with the accident airplane. However, she clarified that there is no formalized written common procedure with the pilots flying in that area.

The only weather she encountered was what she categorized as moderate turbulence. It was VFR and the clouds were "very high" what she estimated as maybe 10,000 feet.

She was the only occupant on that flight as she was positioning the airplane to pick up passengers.

She could not recall the time she observed the accident flight passing her in flight but thought it was between 1450 and 1455 local time. She recalled going past Flagler Point at 1504 local time.

When asked if she could estimate their separation vertically, she stated the accident flight was at her altitude or 100 feet above her altitude and was approximately 1-2 nautical miles horizontal separation. Captain [REDACTED] noted that the aircraft was close enough to see the tail numbers but not close enough to read them. However, she recognized that it was the Otter from the accident company. In addition, she mentioned that the accident aircraft did not maneuver to avoid the Garmin traffic warning as per normal unwritten operations. Accordingly, she was "hugging the left side of the passage" because the accident flight wasn't giving her more space. She stated: "Something seemed off... and not consistent behavior." The accident flight did not alternate course, altitude or speed at any time, and seemed to be more westbound

than normal for that route of flight. Company flight monitoring software, spider tracks, indicated that at the place she observed the accident airplane, her flight was heading 321 degrees, the altitude was 929 feet, and her speed was 90 kts.

When asked if she had observed birds on the day of the accident, she stated that she had not seen any birds and that she has not seen birds along the flight before except for takeoff or landing.

Aircraft flying these routes hardly ever talk to air traffic control. But they talk to each other on a common traffic advisory frequency 122.7 out of Reston and switch to their company frequency while enroute until approaching the islands. She did not monitor the accident flight's company frequency.

When asked if there are normal corridors for the flights, she stated that there are not specific corridors for flights in this area. She restated that there was nothing she could see abnormal with the airplane.

Time Concluded: 1730 L