



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: May 23, 2019
Person Contacted: MSTC Nicholas King, USCG
NTSB Accident Number: ANC19FA019 N67667 Taquan Air DHC-2

Narrative: MSTC King witnessed the Taquan Air DHC-2 that crashed in Metlakatla Harbor on May 20, 2019. He previously provided a written statement and this telephone interview was a follow up. FAA Inspector Jon Percy was also in attendance. This is a summary of MSTC King's statements.

MSTC King is a USCG chief who works at the Westflight building which is located on the harbor in Ketchikan, Alaska. He has a window view of the seaplane base and watches many airplanes takeoff and land each day, so he feels somewhat knowledgeable about what seaplane landings look like. On the morning of the accident, he and other colleagues flew on a Taquan Air flight from Ketchikan to Metlakatla for USCG business. They were scheduled on Flight 20 for the return flight to Ketchikan. The accident occurred while they were waiting for the airplane's arrival.

He recently purchased a new camera, and while he was waiting for the flight to arrive in Metlakatla, he photographed its approach, landing, and emergency response events from the parking lot at the ramp by the seaplane dock. He observed that the winds were from the southeast and the water had 1/2 ft waves and light chop.

The airplane's approach and descent looked normal. As the airplane came in contact with the water, it skipped a few times, which is normal in chop. After the second skip, the wings rocked left, then leveled out, and then rocked right and the airplane went "over and took a dive." It appeared to be in between a cartwheel and nose over. The right wing tip looked like the pivot point. He observed the right wing separate from the fuselage during the event.

20 MAY 19

WITNESS STATEMENT BY MSTC NICHOLAS KING, USCG
OF THE TAQUAN AIR BEAVER (N67667) THAT
OCCURED IN THE BAY IN FRONT OF METLAKATLA AT
1556 (BETWEEN 10 AND 15 SECONDS). I WAS STANDING IN
THE PARKING LOT AT THE TOP OF THE FLOAT PLANE DOCK
RAMP. I SAW THE PLANE APPROACHING FROM THE WEST ON THE
OTHER SIDE OF THE BAY. IT BEGAN TO BANK RIGHT,
DESCEND, AND COME AROUND TO LAND. THE PLANE
WAS POINTING IN A WEST, NORTHWEST DIRECTION AS IT WAS
LANDING. THE WIND WAS ABOUT 15 MPH OUT OF
THE SOUTHEAST. WHEN THE PLANE WAS WITHIN
10 FT OR SO FROM THE WATER IT APPEARS AS IF
THE WIND WAS PUSHING THE PLANE TO THE RIGHT SOME.
IT APPEARED TO BE DRIFTING. AS IT STARTED TO MAKE
CONTACT WITH (FLOATS) WITH THE WATER, IT
SKIPPED FORWARD A COUPLE OF TIMES AS THE LANDINGS
NORMALLY APPEAR. AFTER THE SECOND OR THIRD SKIP,
THE PLANE WOBBLER AND THE LEFT WING DIPPED LESS
THAN HALF THE DISTANCE TO THE WATER. THE PLANE
MAY OR MAY NOT HAVE WOBBLER SOME MORE BEFORE THE
RIGHT WING WENT DOWN, ^{AND} DUG INTO THE WATER.
THE RIGHT WING (IT APPEARED TO BE THAT PART) RIPPED OFF
AS THE PLANE FLIPPED OVER (UPSIDE DOWN) AND THE PLANE
ROTATED 180°. THE TAIL WAS FACING IN THE DIRECTION THE
PLANE WAS LANDING. THERE WAS A LARGE FISHING BOAT
CONT...

(LADY LIV) HEADED INTO THE BAY AT THE TIME OF THE CRASH. IT ARRIVED ON SCENE ALONG SIDE THE PLANE BEFORE 1603 AND 47 SECONDS. AT THAT TIME I HAVE A PHOTO OF THAT BOAT WITH A LINE ATTACHED TO THE PLANE AND TWO PEOPLE FROM THE BOAT STANDING ON THE PLANE. SEVERAL MORE VESSELS ARRIVED ON SCENE (NO PHOTOS). AT ~~1603~~¹⁶²⁰ THE FIRST PERSON FROM THE PLANE ARRIVED IN THE BOAT AT THE FLOAT PLANE DOCK. THE PERSON WAS THE FEMALE. THE SECOND PERSON (MALE) ARRIVED, VIA THE SAME BOAT, AT THE SAME DOCK APPROX. 1643.

I WAS WITH A GROUP THAT FLEW INTO METLAKATLA AT THE THIS MORNING AND WAS SCHEDULED TO RETURN TO KESTUKAN ON THE 1630 PASSENGER FLIGHT (TADWAN). I HAVE PICTURES OF A LOT OF THE INCIDENT BEGINNING WITH THE PLANE BANKING IN ON APPROACH AT 1555 UP UNTIL 1632. I WAS ONLY TAKING PHOTOS BECAUSE LESS THAN A WEEK AGO I GOT A NEW CAMERA AND 400MM LENS. THE ONLY THING THAT SEEMED ODD TO ME ON SCENE AT THE TIME WAS THAT THE PILOT DIDN'T SEEM TO BE LANDING INTO THE WIND FROM MY PERSPECTIVE. THE WIND WAS MORE PERPENDICULAR FROM HIS LEFT SIDE, MAYBE A LITTLE FROM THE BACK TOO. THIS STATEMENT IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

20 MAY 1973

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RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: May 21, 2019
Person Contacted: Carson Winter, witness and good Samaritan
NTSB Accident Number: ANC19FA019 N67667 Taquan Air DHC-2

Narrative: Mr. Winter witnessed the Taquan Air DHC-2 accident that occurred on May 20, 2019 in Metlakatla, Alaska. He was interviewed in person with FAA Inspector Jon Percy attending. This is a summary of Mr. Winter's statements.

He was on the fishing vessel Lady Liv, with the captain MJ, returning from Ketchikan. The boat was near the twin sister island rocks (northwest of the accident) when he observed the airplane coming around. He was on his mobile phone with his father as he watched the landing. The airplane made water contact hard with the right wing down and he saw the right pontoon dig into the water, making the airplane flip over. The airplane appeared to pivot around the front right pontoon. They drove the boat over to help with the rescue.

Mr. Winter stated that the water wasn't too choppy, and he did not know the wind conditions because they were inside the boat's cabin. The winds became stronger during the recovery efforts.

End

Price Noreen

From: Mike O'Brien [REDACTED]
Sent: Tuesday, May 28, 2019 9:57 AM
To: Price Noreen
Subject: Fw: MTM Report for May 20, 2019

[REDACTED]

[REDACTED]

From: MTM Agent [REDACTED]
Sent: Monday, May 27, 2019 10:01 PM
To: [REDACTED]
Subject: MTM Report for May 20, 2019

May 20, 2019

3:42 PM- call from dispatch- Plane is on the way. Leaving early. I head to Post Office to pick up outgoing mail.

3:56 PM- call to dispatch- notify two UPS returns.

3:57 PM- call to dispatch- Five passengers checked in. Plane is by Driest Point getting ready to land. I arrive at the State dock.

3:57 PM- I unloaded mail/freight. The plane was flying toward Purple Mountain. I checked my weather app. to see what it was gusting. The wind gust was at 13 mph. It was high overcast. No rain. The Point was clear. The water was less than choppy. No white caps. The wind was blowing off of the Annette Island cold storage/Purple Mountain. The plane circled in front of the cold storage and began to descend. I watched the plane teeter back and forth. A gust of wind pushed the tail end upward and the plane teetered more to the right. I looked down to put my work gloves on and when I looked up the plane engine hit the water and started to submerge. The right wing was detached and also submerging a few yards in front of the plane.

3:57 PM- call to 911. The call cancelled

3:58 PM- call to 911. I call twice and both calls cancelled.

3:58 PM- call to dispatch- Notify dispatch the plane crashed and activate the emergency crisis response. I can't get through to 911 on Metlakatla side.

3:58 PM-The fourth call to 911. I request for help.

Report by Rosalynn Romero- MTM Agent.

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