

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 9, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Calvin Bard, Witness

The following is a synopsis of the information provided by Mr. Bard in an e-mail correspondence.

Mr. Bard reported that he and his spouse had flown in the accident airplane on September 2, 2022 and following photos are of their flight.



Figure 1: View of accident airplane, provided by Calvin Bard.



Figure 2: View of passengers near accident airplane, provided by Calvin Bard.



Figure 3: View of accident airplane, provided by Calvin Bard.



Figure 4: View of accident airplane, provided by Calvin Bard.



Figure 5: View of accident airplane, provided by Calvin Bard.



Figure 6: View of accident airplane, provided by Calvin Bard.



Figure 7: View of accident airplane wing, provided by Calvin Bard.



Figure 8: View from the inside of the accident airplane during flight, provided by Calvin Bard.



Figure 9: View of accident airplane wing, provided by Calvin Bard.



Figure 10: View of accident airplane cockpit area, provided by Calvin Bard.



Figure 11: View of accident airplane cockpit area, provided by Calvin Bard.



Figure 12: View of accident airplane cockpit area, provided by Calvin Bard.



Figure 13: View of accident airplane passenger area, provided by Calvin Bard.



Figure 14: View of accident airplane passenger area, provided by Calvin Bard.



Figure 15: View of accident airplane passenger area, provided by Calvin Bard.



Figure 16: View looking from the inside of the accident airplane during flight, provided by Calvin Bard.



Figure 17: View looking from the inside of the accident airplane during flight, provided by Calvin Bard.

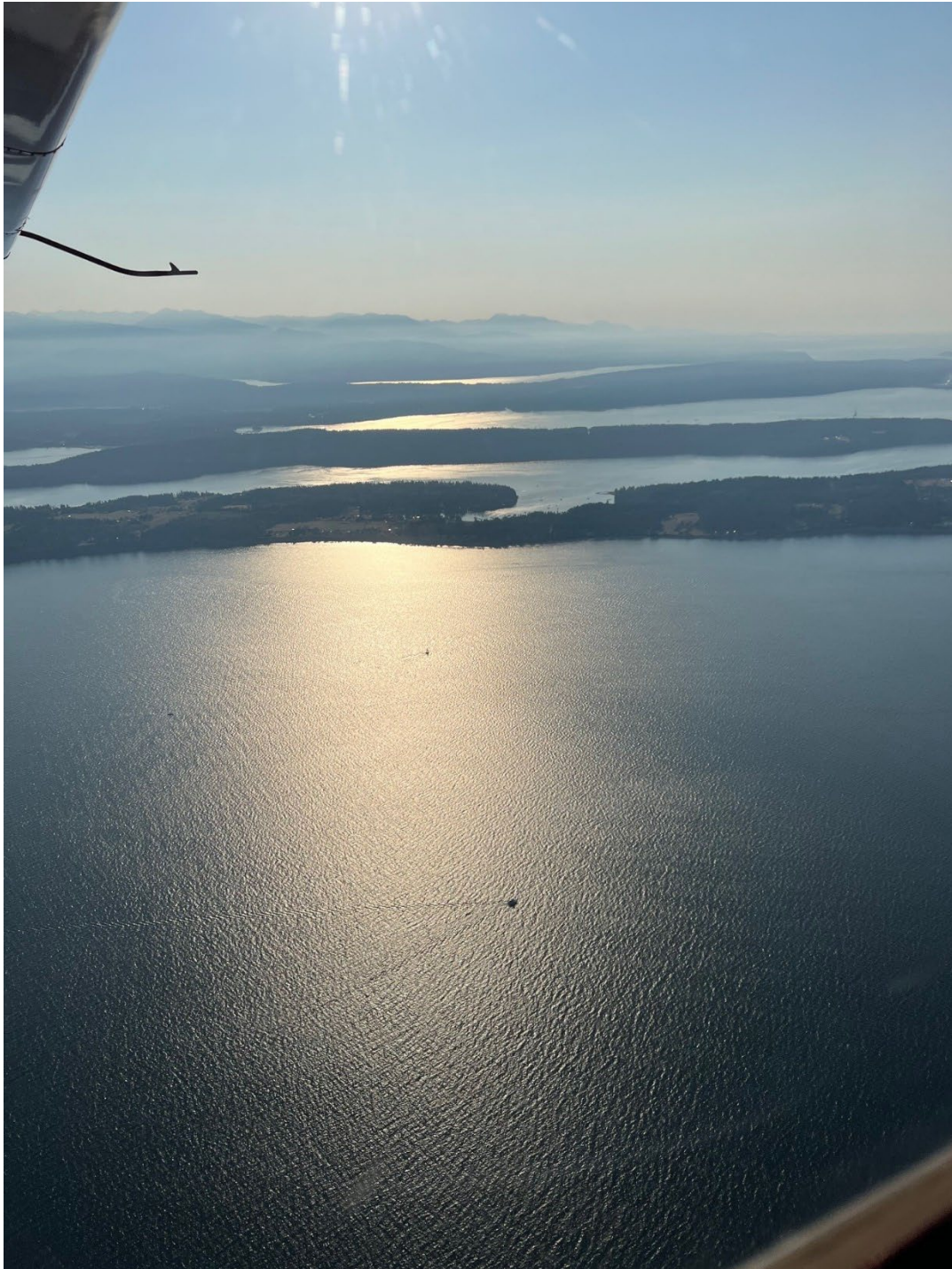


Figure 18: View looking from the inside of the accident airplane during flight, provided by Calvin Bard.



Figure 19: View looking from the inside of the accident airplane during flight, provided by Calvin Bard.



Figure 20: Aft view of accident airplane, provided by Calvin Bard.



Figure 21: Aft view of accident airplane, provided by Calvin Bard.

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 18, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: David Swartz, Witness

The following is a synopsis of the information provided by Mr. Swartz in an e-mail correspondence.

The Ithaka is a 44' Sailboat owned by the Washington Yacht Club. This is the student sailing club at the University of Washington. On September 4th we left Friday Harbor around noon and motored south through Cattle Pass headed for Pt. Townsend. Ithaka motors in calm flat water at 7.0 knots. At 3:09 PM west of Smith Island we started sailing since we now had a light westerly wind. This time is well established from a GoPro camera that was started while we were preparing to sail. When a sailboat starts sailing often there is a course change from the ideal course between two points which can be maintained under power. In this case the wind freshened, and we significantly altered course at Smith Island before resuming our course under sail to Pt. Townsend.

Prior to 3:09 PM we were overflown on our starboard side by a red turbo prop float plane. The plane approached our vessel from the north and we were unaware of its presence until it was abeam. We commented at the time about how close the plane was to our vessel. Our mast is 70 feet tall. Visual estimates were that the plane was flying 150-200 feet above the water. It was visually 45 degrees off the vertical plane of our mast.

To provide clarity, the Ithaka was travelling southbound. The aircraft was also traveling southbound. The aircraft passed us on the west side of the vessel. The plane passed close enough to clearly hear the unmistakable sound of the turbo prop engine. The engine sounded completely normal and nothing about its operation was unusual except that it was low to the water, traveling at speed, and passed us very close. I

remember comments by the crew about how close the plane passed our vessel. The plane passed close enough that the engine sound was clear and loud.

Figure 1 in this presentation is a photograph of the GPS receiver on Ithaka. The yellow markings are the tracks from previous trips. The notated track is from September 4th. This was confirmed by the track traveling from Friday Harbor, through Cattle Pass, the deviation from a straight line off Smith Island, rounding the red buoy off Pt. Wilson and the track continuing to Pt. Townsend.

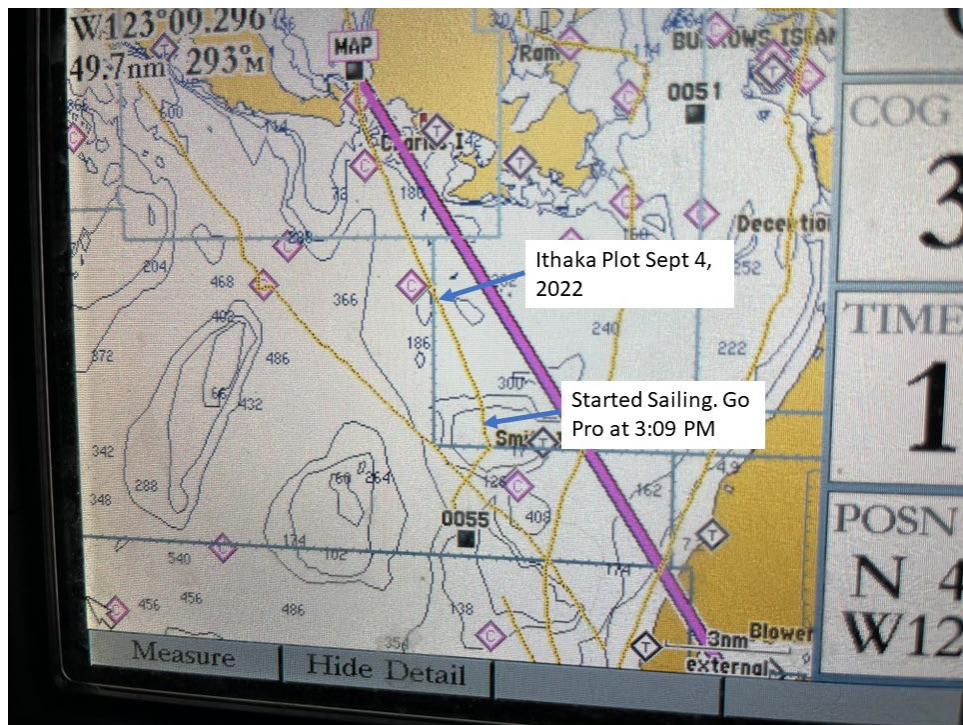


Figure 1: View of slide provided by David Swartz.

All other yellow tracks are from previous unrelated trips. The solid purple line is an artifact of the GPS plotting a course from Cattle Pass to Junita Bay north of Kirkland Washington where Ithaka was physically when the photo was taken.

Figure 2 is a hypothetical course from Cattle Pass directly to Lake Washington/Renton. This is notated in Grey. This was produced using the Navionics marine charting application.

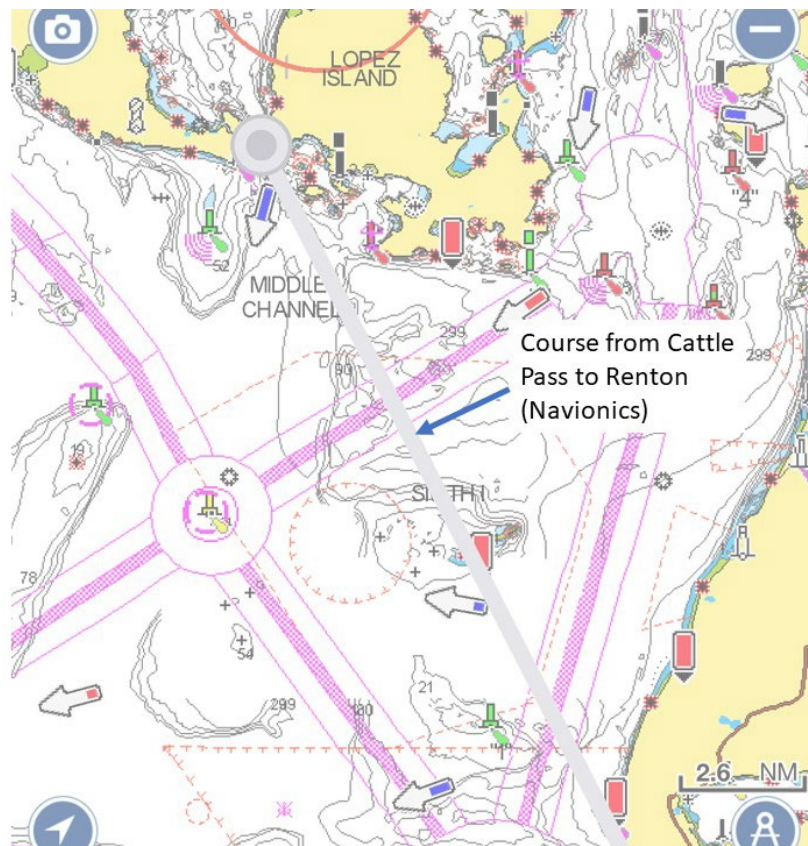


Figure 2: View of slide provided by David Swartz.

Figure 3 is an overlay of the two plots. I have attempted to manually scale both plots the same while preserving the aspect ratio. Core reference points are the south end of San Juan Island, Smith Island, and the yellow traffic separation scheme center channel marker. By overlaying these two charts you can see that our course (yellow) is like the theoretical course that may have been flown between Friday Harbor and Renton.

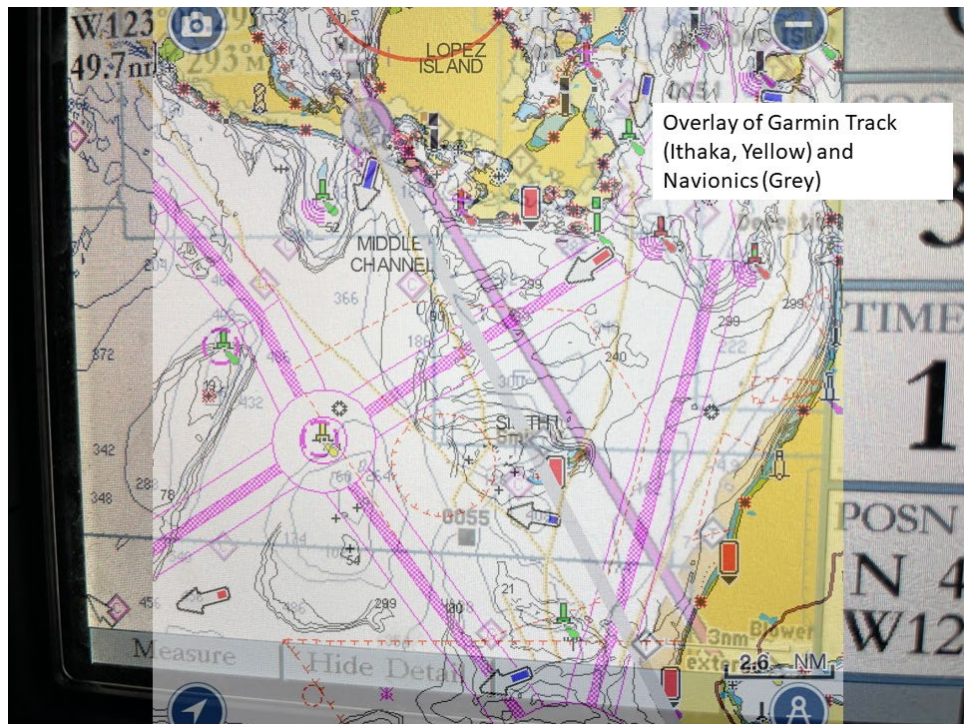


Figure 3: View of slide provided by David Swartz.



Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 6, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Ross Peickert, Witness

The following is a synopsis of the information provided by Mr. Peickert in an e-mail correspondence.

I live on Salmon Beach Road in Anacortes, and I believe I saw the plane before it crashed. I am not a trained aviation person, but I heard the plane seemingly low and louder than the usual planes in the area. I looked up and saw a plane similar just noting that it was louder than the normal air traffic. If there are any questions, please contact.





Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 8, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Gary Ralls, Witness

The following is a synopsis of the information provided by Mr. Ralls in an e-mail correspondence.

Mr. Ralls explained that he may have flown in the accident airplane about a month prior to the accident and may have pictures of the accident airplane.



Figure 1: Front view of accident airplane (photo courtesy of Mr. Ralls)



Figure 2: View of accident airplane right wing (photo courtesy of Mr. Ralls)



Figure 3: View of accident airplane right wing (photo courtesy of Mr. Ralls)



Figure 4: View of accident airplane left wing (photo courtesy of Mr. Ralls)

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 18, 2022

Subject: DAC22FA193, Memorandum for Record

Contact: Jennifer Buth, Witness

The following is a synopsis of the information provided by Mrs. Buth in an e-mail correspondence.

Was on a flight with Friday Harbor Seaplanes from Renton to Friday Harbor on August 23, 2021. Jason Winters was my pilot. I was seated in the co-pilot seat for the flight. The pilot was using his cellphone during the flight which appeared to be texting of some sort. I am not sure if that is relevant to this investigation. And I do not wish to bring a negative image of the deceased if this was in fact not caused by pilot error. I have videos from the flight but none that capture him on the phone. I recall sending messages and speaking with friends about the fact the pilot was on the phone while flying. I had never been on a seaplane before so I did not know if this was common behavior or not. The company has posted videos from different flights on their Facebook page. My two children, boyfriend, and I took a round trip flight from Renton to Friday Harbor on Aug 28, 2022 returning Aug 30. Jason was not our pilot but we saw him at Friday Harbor Seaplanes on Aug 28. I pointed him out to my boyfriend as the "pilot who was texting while flying me last year." Again, I do not know if this was the case for this tragedy but I felt it necessary to share if this can help bring answers and closure to the families and loved ones that have been impacted. It is haunting to know that my daughters and I were on the same flight only five days prior.



Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 6, 2022

Subject: DAC22FA193, Memorandum for Record

Contact: Karin H. Pinney, Witness

The following is a synopsis of the information provided by Mrs. Pinney in an e-mail correspondence.

Witnessed the crash of the seaplane on Sunday in Mutiny Bay. I saw the rapid nose dive - while playing cards with neighbors and said "Oh, my God, that plane is going to crash." I called 911 immediately. Our friends and my husband turned around to see the HUGE splash and subsequent explosion. The explosion didn't happen prior to the crash - rather after. We ran across two front yards, grabbed our life vests, rowed out to our boat and headed out to help. Two others in our bay did the same. One of our neighbors, who got there just ahead of us, found a woman's body and saw the toddler's body. They thought to grab the adult first; thinking the toddler would float longer. Once they had the body on board; they turned around to see the toddler sinking and couldn't retrieve it.

My husband and I found the pilot's log book, pieces of foam, part of a red reflector, headphones. We turned them in to the South Whidbey Fire and Rescue. We kept searching. We subsequently found another shoe and a pair of toddler Nike's - probably Remy's, also barf bags. We flagged down the South Whidbey crew and gave them what we had found. We were absolutely shocked when they told us, "Quit picking up stuff! Unless you have a body; we don't want it." WHAAAT? I'm sorry, but the shoes could have been identified as Remy's. Isn't any evidence better than nothing??

At that point, we said, "fine, we're peacing it." You don't appreciate us and we're going home. This was a huge trauma for us. We haven't slept. We had been searching for over 2 hours. We also found a spot with a swale and spurting aviation fuel. We

marked the location on our GPS and told the South Whidbey crew that we had marked it. They said, "we don't need it." REALLY?

Four private boats from Mutiny Bay and two boats who were already out in the channel were the first responders. It took 45 minutes for the South Whidbey Fire and Rescue to respond. Thirty minutes after that the first Coast Guard Choppers showed up - along with two "Vessel Assist" boats from God knows where.

I'm incredibly disappointed in the response and even more so that the Coast Guard claims credit for what was found, so not true.

To be clear, I don't want any credit, but "Good Samaritans" are the people who found all the evidence.



Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 6, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Kestutis (Kes) Aukstoulis, Witness

The following is a synopsis of the information provided by Mr. Aukstoulis in an e-mail correspondence.

Mr. Aukstoulis reported that he and his family were vacationing at Fort Flagler the weekend of the accident flight. My family was on the North-facing beach, just East of the lower campground area, at the Fort Flagler State Park at around the time the float plane crash. He has a picture of my children playing on this beach timestamped at 1506 September 9. I recall a float plane flying at a high rate of speed at a low level South bound at around that time. It appeared to be flying straight and level. No smoke. It caught my attention given its altitude and speed. From my vantage point on the beach, it seemed to be flying down the middle of Admiralty Inlet, appearing to be at the horizon of Whidbey Island. He did not think much of this, given other witness accounts describing a steep descent into Mutiny Bay, which didn't seem to jive with what he saw. At any rate, hopefully my perspective potentially gets you closer to locating and recovering the wreckage and the victims. As a former Navy Flight Surgeon involved in aircraft mishap recoveries (in water)/investigations, he appreciates the grueling task of those involved in recovery efforts. He is happy to answer any questions.

Sincerely,
Kestutis (Kes) Aukstoulis, DO
Edmonds, Washington
Cell: [REDACTED]

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 10, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Kestutis Aukstoulis, Witness

The following is a synopsis of the information provided by Mr. Aukstoulis in a telephone conversation.

On September 4, 2022, he and his family were camping at the Fort Flagler state park. At about 3 pm, while looking over the water towards the Admiral inlet, he observed a white in color seaplane traveling south bound, flying straight and level, at a lower altitude and traveling at a higher speed. He did not see any smoke or hear and strange noise coming from the airplane.



Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 12, 2022

Subject: DAC22FA193, Memorandum for Record

Contact: William Canlis, Witness

The following is a synopsis of the information provided by Mr. Canlis in an e-mail correspondence.

It was 3:10 PM when we were all (my whole family as well as our neighbors in the Salt Shack and our guests Aisha and Sam) standing outside on the lawn looking out over the ocean waving at Tugboat Willy as he approached to work on our buoy. At that moment, someone behind me called out, "what's that in the air?" At the same time I noticed a seaplane in an extremely steep (almost vertical), left hand spiraling dive towards the ocean losing elevation very rapidly and moving generally south. I then watched as it crashed into the water. It appeared that the nose and possibly the top left hand side of the cockpit hit first, though it was relatively far away and happening fast. There was no trail left behind by the plane and no smoke at all, either in the air or where the plane crashed into the water. There was a large splash that was extremely tall and seemed to also splash out wide.

We all responded at the same time by swearing and yelling to call 911. I ran towards the door of our cabin to tell mom to call 911 and tell her what happened as she wasn't looking when the plane hit. She was carrying food towards the table. I yelled, "Mom, call 911 now. A seaplane just crashed. Yes, a seaplane just crashed into the water." The second I turn around a huge boom hits us. It was about 8-10 seconds later and loud enough that it shook us all like a firework had gone off right next to us, but the sound was deeper. There was no noise like that of what you would expect of a crash, just a boom like a bomb went off. It was so delayed that my mom said she thought that another incident had happened. I then turned and ran back to the beach where my dad and our neighbor were already pushing their motorized dinghy into the

water. I help push it off the beach and then jump in. We were in the boat within 30-40 seconds of the crash. Our neighbor takes us out to our boat, and I jump in with my dad and begin to unclip us from our buoy as he lowers the engine and starts it up. Our neighbor yells at us to just go and he will talk to Tugboat Willy (who has seen none of this and doesn't know what happened yet) to let him know what is going on. We jet off and start heading towards the crash site as 911 calls my dad. We got to the crash site about 3-5 minutes after the crash. While this was going on, my neighbor's guest had called 911 but didn't know our address so handed his phone to my mom and she was talking to the operator. My mom told them that her husband was out on a boat heading towards the crash site and gave them his number. They then called my dad as we were heading out into the water. My dad hands me our handheld VHF radio and I get it on and go to channel 16, the marine distress channel, and monitor that for what people are saying and if anyone has already called the coast guard. At the time people were talking with the coast guard so I set the radio down and focused on looking for the crash site and anything I could see. 911 is asking my dad a bunch of questions and he is repeating them all out loud for me. They were asking if there was any wreckage or if we saw any smoke and we told them a few times that no, there was none of either.

We are scanning all around us but can see no trace of smoke or plane wreckage in the water so we keep heading towards where we thought the plane hit and where we could see other boats heading to as well. At one point we hit a strong and acrid smell which at first we thought was smoke, but then realized it was fuel, bubbling up. We initially overshot the crash site as we saw a seaweed patch that appeared lighter and like a plane sitting just under the water, though as we neared we realized we were incorrect and headed back to the fuel. By this point there were about 7 civilian boats in the area all communicating with the coast guard and each other though VHF. Coast guard said to just circle the area scanning for any sign of survivors. Both my dad and I saw the crash and were pretty confident that no one would have survived the intensity of the crash, so we asked over the radio if they would also like us to pick up any debris we found. They told us not to and only to look for survivors, but my dad turned to me and said I think they are making a mistake. They as well as the families are going to want anything we can find, in addition to the fact that the current and wind is just going to move everything around and start scattering it. At this point we are making big circles around the area, looking for anything at all. I am monitoring 16 so I hear when one boat announced that they found what appeared to be part of the body of a child sinking in the water and when another boat said they found another body floating, which they were with. In one of our circles we came next to the boat with the body and saw that they had put it in a net and identified it as female. Now the coast guard had updated their request for all the boats to continue their search for survivors as well as pick up personal items. By this point our neighbor had made it out in his boat and had another person with him.

On the tugboat for our buoys was a man who had been a firefighter for 20 years, so our neighbor brought him to our boat and he hopped on and helped with the search. During this time we had been finding and collecting any debris we saw, though there was surprisingly little which was a testament to how fast the plane sank. There really was barely anything. The weather out there was rougher than we expected, with decent winds that felt like they were from WNW and fairly large waves. The current was going against the wind which was adding to the chop on the water. In our search pattern we kept coming back to where the fuel was, and you could instantly tell you were there because of the extremely strong scent and the sheen on the water all around. If you looked closely at the water you would see these bubbles rising towards the surface, but when they arrived they were bubbles of fuel and would add to the rainbow of colors undulating in the waves.

Dad was driving the boat with the fireman in the bow and me in the stern. Whenever we would see something we headed towards it and sent it to the starboard side of the boat where we were standing. Then we would all reach over and try to grab it, and whoever got it in the boat would send it back to me, where I organized everything we found. In the end, we had found two large, semi-rectangular pieces of aluminum, two unopened child/adult life jackets, four different shoes, what appeared to be a wheel of a stroller, the earpiece of an over ear headphone, the backing of a seat, and many small pieces of compressed foam that smelled like fuel. Sometime along the way a small vessel arrived carrying three people from a nearby fire station. They were just in a small craft and were the first official personnel there. They collected the body that was recovered. We went over to them to ask what they wanted us to do with the debris we collected, and they told us to give them the small items, including the four shoes and two unopened lifejackets, but told us to head over to bush point and deliver the rest of the stuff to someone in uniform there. We started that direction but then saw the large coast guard vessels approaching so decided to wait for them. This was about an hour after the crash and the coast guard arrived all at once. About 4 boats from the north and maybe 5 or 6 from the south, as well as a search and rescue helicopter. We went up to one boat and told them what we saw and gave them the rest of what we collected. One person took a picture of the marker I set on my phone's GPS of where the fuel was ~30 min after the crash. They told us that we could either stay out and search or head back in, so we ended up heading back in because of time pressure.

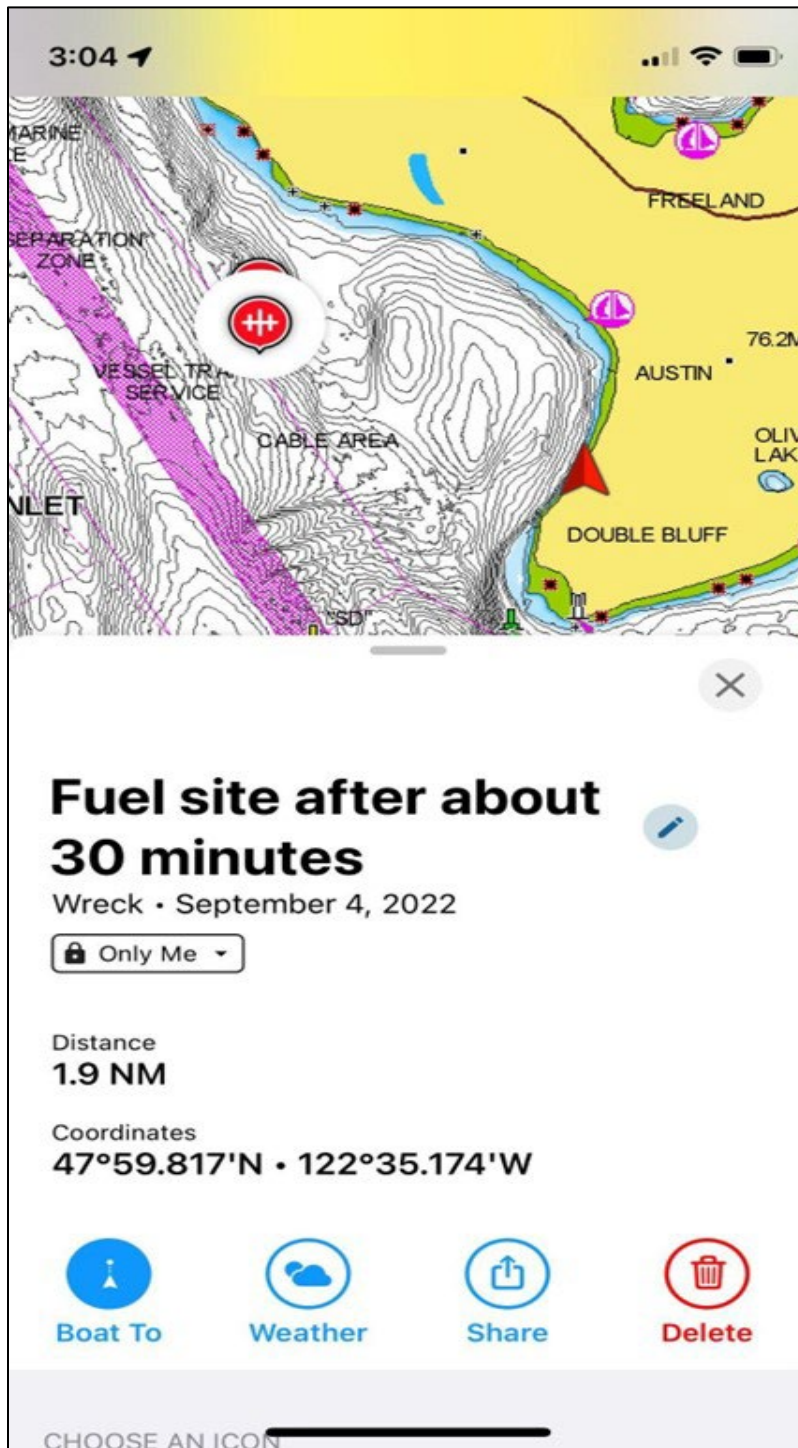


Figure 1: View of GPS location (photo courtesy of William Canlis)



Figure 2: View of recovered debris (photo courtesy of William Canlis)

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 10, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Amy Harle, Witness

The following is a synopsis of the information provided by Mrs. Harle in a telephone conversation.

On the day of the airplane accident, Mrs. Harle was standing outside her residence ([REDACTED]). Coupeville, Wa. 98239) around 3:00 pm. She observed an airplane flying lower than usual over her house heading, North, N.E. The plane was missing a pontoon on the left {port} side. Did not notice any landing gear on the aircraft.

[REDACTED]

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 8, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Becky Carter, Witness

The following is a synopsis of the information provided by Mrs. Carter in a telephone conversation.

On September 4, 2022, she and her family were near the shore at Mutiny Bay, WA. While sitting down, looking out over the water, she observed an airplane headed straight down toward the water. As the airplane was in a nose low attitude, she observed the underside of the airplane (white in color) and the pontoons of the airplane. The airplane was similar to a child with a toy airplane, dive bombing into a bathtub. She then observed a very large splash as the airplane impacted the water, then heard the noise of the splash. As family jumped into a couple of boat to assist in the recovery, she called 911 to report the airplane crash. Her brother, Matt Peterson and stepfather, William (Bill) Messner were able to recover a body from the water.

Additionally, she recalled it was a sunny day with thin high clouds.

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Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 10, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Bonnie Rice, Witness

The following is a synopsis of the information provided by Mrs. Rice in a telephone conversation.

On September 10, 2022, at about 1000 am local, while walking the beach near her residence on Admiral Cove, she observed some debris on the beach. The beach area has been very clean and seldom has any debris. Concerned it maybe airplane debris, she notified the Seattle Times in an effort to alert the NTSB.

The debris is located on the beach, below the community pool parking area.

[REDACTED]

Coupeville, WA 98239

[REDACTED]



Figure 1: Picture of debris, picture (photo curtesy of Bonnie Rice)

9/7/2022

MEMORANDUM FOR RECORD

Investigator: Shawn Etcher
Job Title: Air Safety Investigator
Division: AS-30
Contact: David Brooks

Time of Phone call: 1315 PDT ended 1333 PDT

Subj: Eyewitness to Accident

Mr. Brooks stated the following:

He and his family were fishing on a public beach near the accident site. As an aviation mechanic he enjoys watching airplanes flying overhead. He estimated he watched the airplane for about one minute. It was flying "down the center of the channel." He observed the airplane coming towards him as he watched the airplane, the tail of the airplane went up and the airplane looked as though it was "turning towards Whidbey Island. He noticed what he said were "the flaps came down" but there was no flight control movement on the tail. The airplane rotated about two times before impact. He saw the propeller spinning and heard what sounded like an increase in engine noise.

When asked what he estimated the nose down attitude was, he stated it was near vertical and estimated an 85-degree nose down attitude prior to impact.

He was asked if the airplane was intact or if he saw anything coming off the airplane, he stated it was "100 percent intact" and there was no smoke or anything else observed. He added that the airplane impacted the water "with a splash" and he also heard "a loud boom" at the time of impact. He reiterated that the elevator "was flush" and was not moving.

When asked what the water surface was like prior to impact, he stated they were "choppy" with a breeze of 15-20 knots blowing in his face, which he stated would have been a tailwind for the airplane. He stated he was not sure what the water current was, but he stated the tide was changing.

When asked what the clouds were like he stated they were "not super cloudy" and above the airplane. He reiterated that the airplane never was in the clouds.

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 10, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Don Goodrum, Witness

The following is a synopsis of the information provided by Mr. Goodrum in a telephone conversation.

Mr. Goodrum reported that his residence is equipped with security cameras. One of the cameras recorded a video that indicates the aircraft impacting the water. The video is from a significant distance therefore it is not of high quality but did record a splash. He further explained that there may be a brief glimpse of the accident airplane, if zoomed in to the area of interest. This particular camera has no sound, however, a different camera may have recorded the sound approximately 7 seconds after the splash can be seen.

He contacted the Island County Sheriffs Office with this information yesterday morning and was told, he would be contacted if there was any interest.



9/7/2022

MEMORANDUM FOR RECORD

Investigator: Shawn Etcher
Job Title: Air Safety Investigator
Division: AS-30
Contact: Jami Worsley

Time of Phone call: 1523 PDT ended 1531 PDT

Subj: Eyewitness to Accident

During a phone interview Ms. Worsley stated the following:

On the day of the accident, she was out on a walk and sitting on the front porch of her parent's house. She observed the plane "going straight down" she had wondered if there was an airshow as it was "spiraling." When asked what she meant by "spiraling" she stated it was like it was "twirling" or spinning before it impacted the ground.

She further stated that she was maybe one-half mile away at the time of the impact. She observed the airplane impact the water and approximately 2-3 seconds later she heard a sound that was similar to "dynamite going off" and felt like things "shook."

She was asked if she saw the airplane intact or emitting smoke. She stated there was no smoke and no parts coming off the airplane.

When asked if when she first observed the airplane was it nose down or in a straight and level attitude. She stated she "thought it was straight and level" but she also couldn't remember for certain. She also reported that nothing sounded "out of the ordinary."

When asked what the weather was like the day of the accident. She stated that it was "mostly cloudy" and windy. She further stated that the day before and the day after the accident the weather was great but the day of the accident the water was "choppy."

She provided the address she was out at the time of the accident.

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 7, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Kathy Black, Witness

The following is a synopsis of the information provided by Mrs. Black in a telephone conversation.

While sitting on her porch on Mutiny Bay on the afternoon of September 4th, 2022, around 3:05 pm, noticed a float plane flying south. It caught her eye when she saw it literally falling out of the sky. It was spinning and heading nose first towards the water. Because of the direction of the wind, she was not sure if the airplane was still under power or not, she couldn't hear the engine. It did not appear there was any attempt to pull up when it hit the water, in a nose first attitude at a high rate of speed. Seconds later they heard the sound of the crash. It was directly out in front of her home. We live at [REDACTED], Freeland, WA 98249.

[REDACTED]



Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 28, 2022

Subject: DCA22MA193, Memorandum for Record

Contact: Kenneth Linderstein, Witness

The following is a synopsis of the information provided by Mr. Linderstein in a telephone conversation.

He did not observe the accident; however, on the day of the accident, while looking through his binoculars, he believed he may have observed debris (airplane wing) floating on the water's surface. He further added that it may have been due to a wing separation in flight, but was not sure due to not seeing the accident sequence.

9/7/2022

MEMORANDUM FOR RECORD

Investigator: Shawn Etcher
Job Title: Air Safety Investigator
Division: AS-30
Contact: Mark Canlis

Time of Phone call: 1044 PDT ended

Subj: Eyewitness to Accident

Mr. Canlis provided the following information:

He and his family were at Mutiny Bay and were outside watching a nearby bird. Someone within their group pointed out the accident airplane and at that time the airplane was in a left bank and in a nose down attitude. He was able to watch the airplane until it impacted the water. He stated that after it impacted the water he got into their boat and traveled out to the accident site which was about 1.9 nautical miles from them. When they got to where the plane had crashed, they went to where the fuel was bubbling up. He also saw five metal pieces, life jackets, lots of shoes, part of seat cushion, and some foam pieces.

From his perspective the airplane appeared to be under the clouds, and estimated the clouds at least 3,000 ft. He further stated that prior to impact he observed an "intact airplane," there was no smoke, he saw the tail and wings. However, he did mention that he did not hear any pitch change from the engine or propeller. Additionally, when he got to the accident location the current was about 2 ½ knots and the water depth varied between 100 and 190 ft.



Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 7, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Mark Stroker, Witness

The following is a synopsis of the information provided by Mr. Stroker in a telephone conversation.

On September 3, 2022, while at his residence, he heard a loud noise, similar to a firework. Initially he believed it to be a firework, however he looked out his window and observed several boats gathering in a central area. At the time of the event, he believed he observed a boats mast sinking into the water.

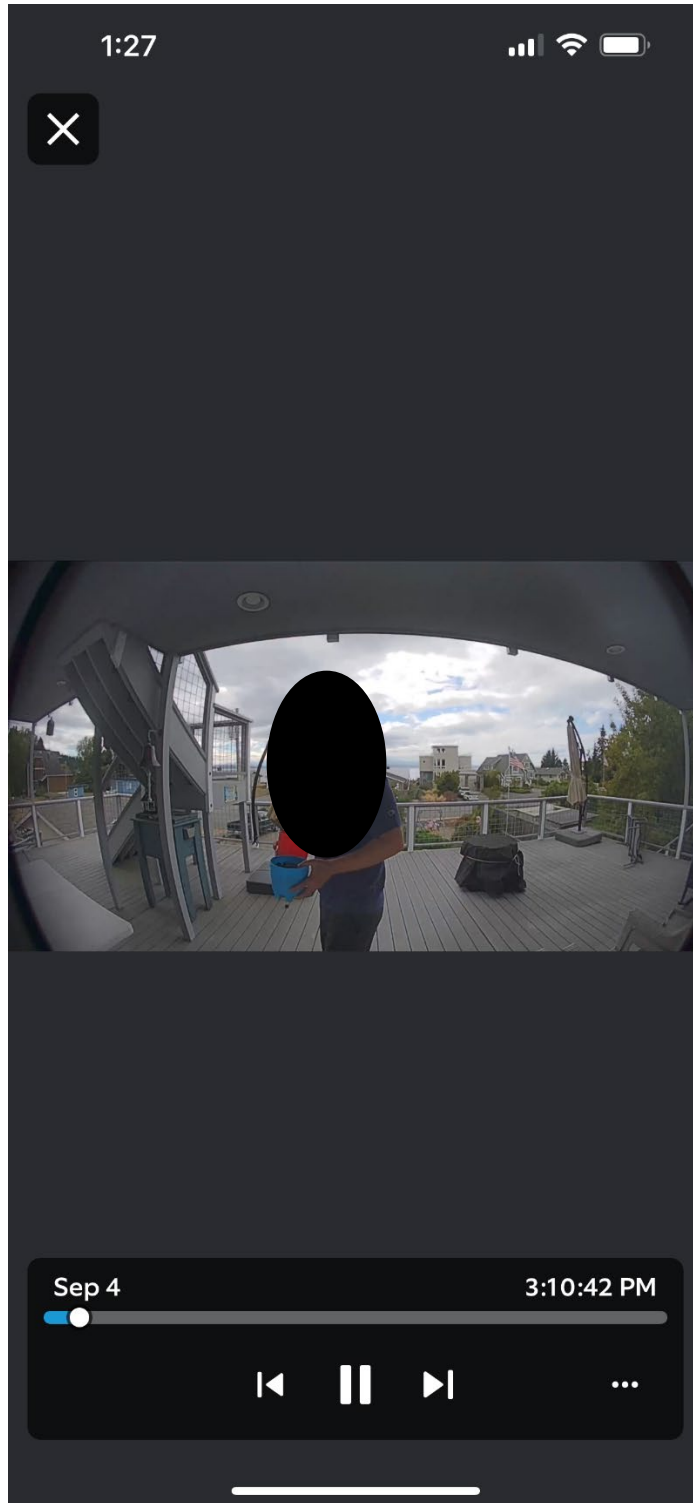


Figure 1: View of ring video picture (courtesy of witness)



Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 7, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Mary Kelley, Witness

The following is a synopsis of the information provided by Mrs. Kelley in a telephone conversation.

Mrs. Kelley reported that, on September 4, 2022, she heard the accident airplane (N725TH) land on the water near Fisherman's Bay, Lopez Island, Washington. She then observed the airplane water taxi to the dock at Lopez Island and disembark the passengers. As one of the passengers was walking off the dock, she overheard them say that, pilot needed to let the propeller cool for about 5 min. However, she was not sure if the pilot waited for 5 min prior to departing.

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 7, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Miles Denison, Witness

The following is a synopsis of the information provided by Mr. Denison in a telephone conversation.

Mr. Denison reported that, on September 4, 2022, he did not directly witness the accident; he conducted a flight from Friday Harbor Airport (KFHR), Friday Harbor, Washington to the Bremerton National Airport (KPWT), Bremerton, Washington and was in the vicinity of accident just prior.

He was in a much smaller, lighter, airplane (C120), N76278, headed southbound, and passed Whidbey Island around 2:30 PDT. Between ~1500 ft and 2000 ft above ground level (agl), he encountered turbulence/windshear that were the worst that he had ever experienced. In addition to sink-rate alarms and sharp changes in altitude, the airplane pitched ~40 degrees down, and rolled about >50°, both left and right in a few instances. He was very careful/conscious to keep the airspeed relatively slow (below Va) and retain the highest altitude.

The low-level windshear (LLWS) coming down the Puget Sound was fairly extreme; it was the most unpleasant flight he had flown.

Additionally, he encountered weather conditions that were not forecasted, such as a scattered layer of clouds that were ~2300 ft agl.

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 7, 2022

Subject: DCA22MA193, Memorandum for Record

Contact: Nathan Jansen, Witness

The following is a synopsis of the information provided by Mr. Jansen in a telephone conversation.

He and his family had departed from Port Ludlow, Washington to Elliott Bay, Washington. While traveling near Mutiny Bay, he observed a very large splash in the water off the port side of the boat. Not knowing what caused the splash, he slowed and stopped the boat to evaluate what occurred. Initially, he believed it might have been an orca. He realized it was not an orca and might have been a boat accident. The Coast Guard then issued a warning over the radio of a plane crash near their location. Proceeding to the splash location, he observed a debris field, with brown foam, shoes, various metal airplane sheets and a fuel spill. Another boat arrived and he observed what appeared to be a complete female body, that the other boat was try bring up. He did not collect any debris and stayed in the area for about another hour before continuing the trip to Elliott Bay.

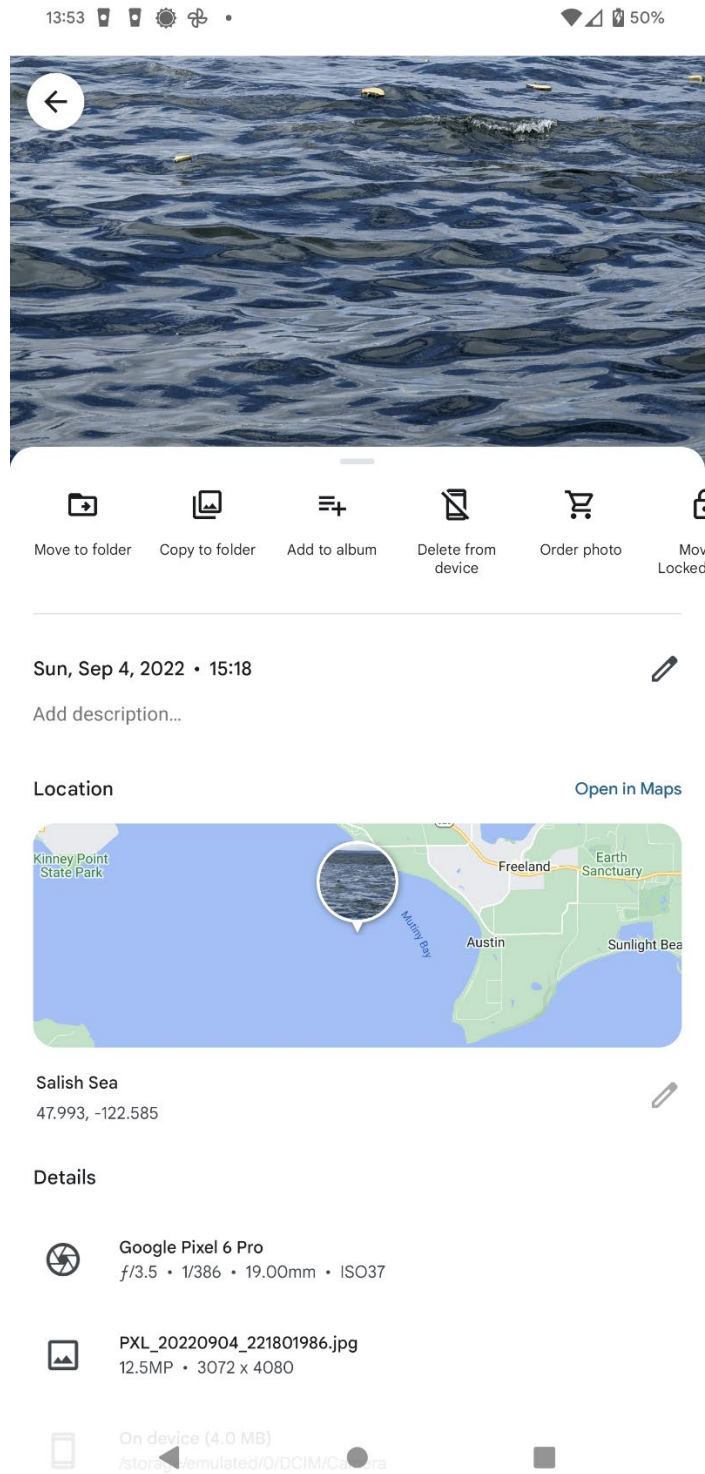


Figure 1: View of cell phone pin drop location (courtesy of Nathan Jansen)



Figure 2: View of debris in water (courtesy of Nathan Jansen)



Figure 3: View of helicopter flying over beach (courtesy of Nathan Jansen)

9/7/2022

MEMORANDUM FOR RECORD

Investigator: Jim VanDerKamp
Job Title: Air Safety Investigator
Division: AS-30
Contact: Nicholas Chambers-Keesling

Time of Phone call: 1500 PDT ended 1514 PDT

Subj: Eyewitness to Accident

Nicholas Keesling stated the following:

He was on the beach when he saw the plane in the last 5 seconds before it hit the water. There was no smoke, fire or things falling off the aircraft. From his perspective, he saw the "white underbelly of the airplane). He saw a huge splash and then an explosion. He got in his boat and sped to the scene. He had his radio on channel 16 and heard various transmission about the crash and the rescue in progress. When he go there, there were already 2 sailboats and a powerboat attempting to render aid. He saw what was almost certainly the body of a woman and the torso of a child about a foot below the surface. Another boat was attempting to pull in the woman's body. The child sank before he could recover it. He spotted a woman's purse belonging to Loren B Hilty and turned it over to Fire and Rescue. He was directed to switch to channel 22A.

He patrolled the scene for another hour searching for survivors/victims but saw only a seat cushion, pieces of foam, fuel and an aluminum plate.

He did not have a GPS but he noted that the depth of the water was 210 feet.



Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 7, 2022

Subject: DCA22MA193, Memorandum for Record

Contact: Shelley Hewitt, Witness

The following is a synopsis of the information provided by Mrs. Hewitt in a telephone conversation.

Mrs. Hewitt had received a couple of pictures and text messages on September 4, 2022, from one of the passengers on board the accident airplane, N725TH. She added that the messages appeared to be of a normal flight.

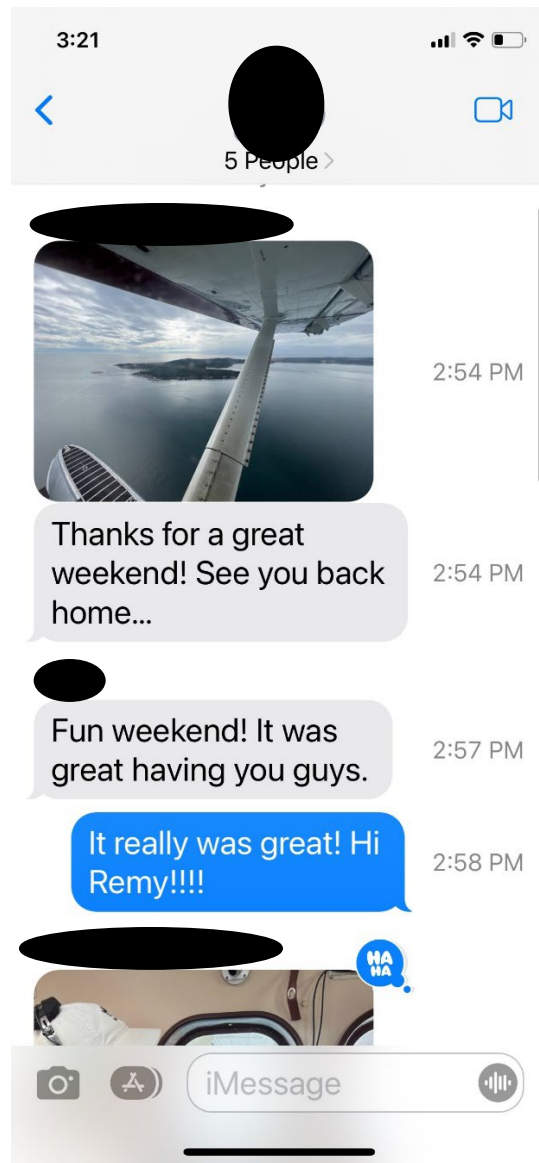


Figure 1: view of text message (photos courtesy of witness)

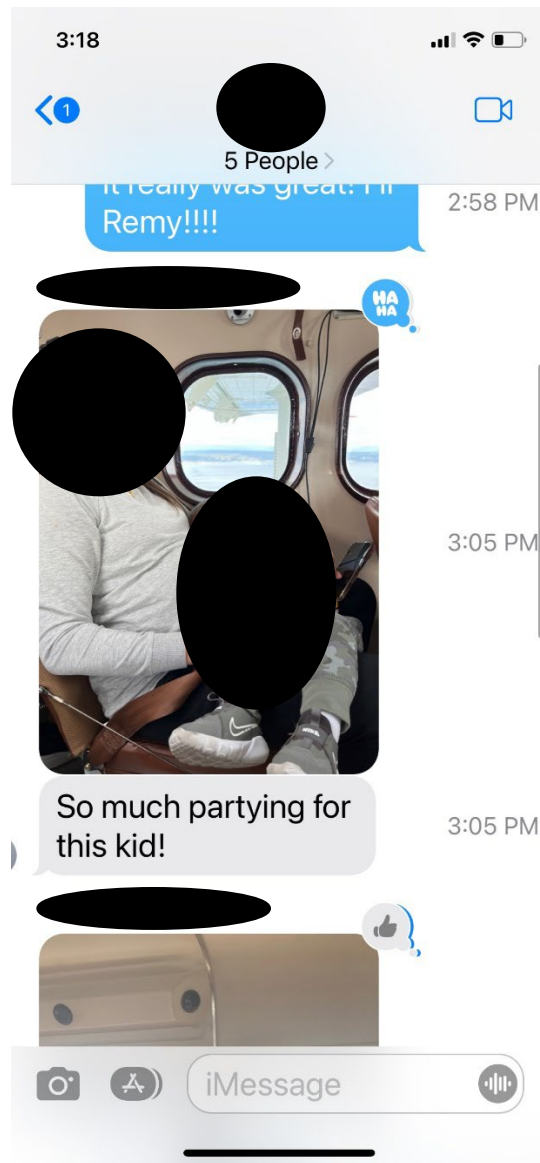


Figure 2: view of text message (photo courtesy of witness)

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 22, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Sidel R. Enghoff, Witness

The following is a synopsis of the information provided by Ms. Enghoff in a telephone conversation.

On Saturday, September 3, 2022, she had flown in N725TH from Friday Harbor, Washington to Renton, Washington. When she arrived at the dock at Friday Harbor, she was greeted by the accident pilot. She then boarded onto the accident airplane, she did not observe the pilot weigh any of the bags, but he did load the bags onto the baggage area of the airplane. The flight from Friday Harbor to Renton was the second time in a seaplane and was able to sit, up front near the pilot.

The only anomaly she noted was a red light that was illuminated throughout the flight. She did note that the pilot was very quiet and did not really say much during the flight. In addition to the airplane flight instruments, she observed the pilot use a mobile device, which she believed was to assist in navigation. The overall flight was very smooth and uneventful.



Figure 1: View of the accident airplane cockpit area (courtesy of witness)



Figure 2: View of the accident airplane passenger area (courtesy of witness)



Figure 3: View of the accident airplane cockpit area (courtesy of witness)



Figure 4: View of the accident airplane cockpit area (courtesy of witness)



Figure 5: View of the accident airplane cockpit area (courtesy of witness)



Figure 6: View of the accident airplane wing (courtesy of witness)



Figure 7: View of the accident airplane (courtesy of witness)

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 8, 2022
Subject: DCA22MA193, Memorandum for Record
Contact: Susie Doehne, Witness

The following is a synopsis of the information provided by Mrs. Doehne in a telephone conversation.

Witnessed the seaplane crash on Mutiny Bay near Whidbey Island, Washington. On Sunday, September 4, 2022, at approximately 3:10pm, While sitting on the deck of a home with my friend and her mother on the shores of Mutiny Bay. The home's address is [REDACTED] Freeland, WA 98249. My friend's mother said "Look at that plane". She looked up to see the seaplane traveling straight down into the water at a high rate of speed (it was spiraling, similar to a corkscrew). She estimated the plane was approximately 400-600 feet above the water when she first saw it. The plane hit the water and made a big splash. A few seconds later, she heard a big "boom" sound (similar to thunder or a firework). She initially thought that the seaplane exploded but did not see any smoke. Later concluded that it was probably the sound of the plane hitting the water. She did not notice that any parts of the plane were missing but not sure she could have actually seen it from her vantage point.

[REDACTED]
[REDACTED]
[REDACTED]