

## Clark Hassell

---

**From:** Shannon Franklin <[REDACTED]>  
**Sent:** Thursday, June 25, 2015 5:14 PM  
**To:** Clark Hassell  
**Subject:** 6-25-15

This information is regarding my flight from the Misty Fjords returning to Ketchikan. Weather leaving the Mistys very good, passing Eddy Stone I was evaluating weather and deciding which route to return home from. After talking with another company's pilot who just came through the Ella Lake route I decided to proceed that way. Entering Ella bay the ceiling was approximately 1700 ft. With very isolated clouds lower along Ella creek. Visibility was good, no obscurations. Turning south and proceeding along Ella Lake the ceiling lowered to around 1500 and light rain/mist was more prevalent. Staying to the south and east side of the lake I passed with out incident into the Thorn Arm. There was a aircraft that passed without incident further to my right and west of my location passing the south end of Ella Lake near Big Lake. Weather was moving around rapidly and improving for the most part.

Shannon Franklin  
[REDACTED]

# 1 PILOT IN LINE OF 3

Date: June 25, 2015 (Thursday)

Pilot: Charles Perkins Otter 959PA

Flight: 11:00 cruise/fly

For the 11:00 cruise/fly tour there were 4 aircraft that were going to the boat dock. I departed Ketchikan and utilized the over water Point Alava route to Rudyerd Bay. Shannon Franklin in Otter 409PA arrived first at the boat dock. Bryan Krill in Otter 270PA landed second. I landed third and Tony Turiano being in a slower Beaver 64397 arrived forth.

On the return leg of the cruise/fly tour. Shannon departed first, I departed second, and Tony and Bryan were still tied at the boat dock. I returned to Ketchikan via Point Alava.

I was abreast of New Eddystone Rock, approximately 4 miles behind Bryan. He had a radio exchange with a non-Promech pilot that encouraged him to fly back to Ketchikan via Lake Ella. I saw he was entering Ella Bay at 1,200' and asked him how it looked, and he responded that it looked acceptable. We had for the most part been rounding Point Alva on previous legs.

I have had very limited experience with ADS displays in the past, and was not focused on using the MX-20 to "follow" Bryan. As I entered Ella Bay at 1,200', I did note that his altitude showed 1,000'. I did not take any notice of his ADS target again and with the 15+ knot speed difference between our ships, didn't think anything of it until I heard dispatch calling him some minutes later.

There was a bit of lower-hanging scattered cloud over Ella Creek and Ella Bay, but visibility was good and that bit of cloud cover was easily circumnavigable. Toward the South end of Ella Lake, visibility did drop in light rain but I could confirm that I had more than two miles' worth at that point by referring to the MX-20 range marks vs. terrain features. At that point there was significant turbulence – "moderate" by the book, but certainly enough to frighten passengers. I was solo in the Beaver and about as light as I could be, so the higher wing loading on Bryan's ship should have given a better ride. Beyond Lake Ella, I continued over the lowest terrain since there were no obvious areas of improved visibility on a more direct course. Over the muskeg NE of Gokachin Lakes, at 1,300'-1,400' there were some lower-hanging wisps again, and they were almost impossible to see in the reduced visibility. Visibility was much improved across the North end of Thorne Arm and for the remainder of the flight to Ketchikan.

While I was in the vicinity of Gnat Cove, I heard dispatch calling Bryan. I scaled out the MX-20 and realized I did not see his target anywhere. I called for him on 122.75 and 122.85 for relay. There was "moderate" rotor-like turbulence in the dogleg of Carroll Inlet so I had my hands full after that. It did not occur to me to listen for an ELT.

A. N. Turiano

# 3 PILOT IN LINE OF 3