



INTERVIEW SUMMARY

Date: November 5, 2015

Person Interviewed: [REDACTED], Minor, Passenger, N4611U

NTSB Accident Number: ANC16LA005

Interview Attendees:

Shaun Williams – NTSB

Greg Harell – FAA

Narrative:

[REDACTED] was a passenger on N4611U when the engine failed while flying north over the Lynn Canal between Juneau, Alaska and Haines, Alaska on November 4, 2015.

During a telephonic interview conducted on November 5, 2015, [REDACTED] stated the following:

After approaching the airplane in Juneau, the pilot stowed her purse and personal effects in the storage compartment. She watched him untie the airplane and walk around the front, looking at the airplane before he told her to get in. She did not notice anything out of the ordinary as she watched them go through their preflight of the instruments. He then set up an iPad for navigation before what appeared to her to be a normal start up.

After a normal start up, they taxied to the runway and waited for a takeoff clearance. Following the takeoff, the climb felt normal as they climbed fairly gradually. It took about five minutes to reach a cruising altitude. There was a little turbulence as they went through some snow. She stated that it snowed as they passed through a couple clouds, but it did not last very long.

She first noticed something was not right when the airplane passed Kensington Mine. She felt a slight drop and then the engine noise started getting lower and lower before it started “sputtering.” At this point, the pilot began pumping the primer to try to get the engine restarted. The pilot was not talking much over the radio, but would say things like “well, ok, this is bad.” Then the engine completely stopped.

[REDACTED] stated that about that time the pilot made a “mayday” call and said he was turning the airplane so they would have a tailwind in order to give them longer to find a place to land. Since there were so many rocks in the area, she said the pilot told her they were going to make a water landing.

To prepare for the water ditching, [REDACTED] said the pilot told her and another passenger to hold on and pull up the first latch on the door. He then instructed her to be ready to unbuckle her seatbelt, but to leave it fastened.

As the airplane approached the water, the airplane flared just as if they were landing on a landing strip. The wheels bumped over the water because of the size of the waves about six or seven times with water splashing over the windows. After the last time, the airplane felt like the nose had been pulled down and the airplane flipped. As it flipped, she lost her grip on the door handle but was able to climb out over the pilot through his door and out onto the wing of the airplane. When she got out of the airplane, she estimated they were about 300-400 feet from the shore. She stated the pilot was the last person out of the airplane.

As the airplane began to list and the nose dropped, she said she pushed off the wings and began to swim towards shore. The three to four foot waves were at her back helping to push her towards the beach. She estimated it took about 10-15 minutes to reach the shore.

End of Interview.