

INTERVIEW WITH BORIS KOETEN & JOSHUA McCOY:

BORIS KOETEN

NATIONAL PARK SERVICE RANGER [REDACTED]

JOSHUA McCOY

NATIONAL PARK SERVICE RANGER [REDACTED]

National Park Service King Salmon Work Phone: [REDACTED]

Boris and Josh were working together as Park Rangers in the region and had been approximately ½ mile up Funnel Creek at the time of the accident, which they described as about 4:45 PM the previous day. They had immediately hiked from where they were to the accident, arriving 25 minutes later at 5:10 PM.

They had heard the accident which they described as the loud engine roar, than an abrupt “loud bang” and then total silence. The wind was the same direction now as it was then, from the South West, but stronger, at about 20 to 25 mph.

Upon arrival, they had assisted with the injured and moving them away from the airplane. They wrote down names and birthdays of all the occupants, as well as the pilot. They said the pilot, AMOS HARARI, wasn’t making much sense. He was described as almost incoherent, and kept saying to them, “It wasn’t getting lift”. He had a head injury. He asked repeatedly for a gray dry bag that he said contained his “nutrition bars”. He turned down their offers of food, and did receive the small gray bag.

They gave me the list of occupants, and said the airplane scene was identical to when they had seen it the previous night. They also gave me a list of two possible witnesses.

List of aircraft occupants:

Pilot – AMOS HARARI, [REDACTED]

JOHN CHANEY – [REDACTED]

BOB CHANEY – [REDACTED]

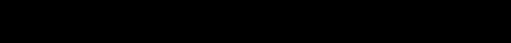
THOMAS McPHERSON – [REDACTED]

BILL McPHERSON – [REDACTED]

DOUG McQUILLIAMS, Guide for Rapid Camp Lodge

CHRIS GONG, Guide for Rapid Camp Lodge

INTERVIEW WITH WITNESS, TIMOTHY GOSSETT:

TIMOTHY GOSSETT 



TIM had been flying in his Cessna 185 float plane at the time of the accident and was about 20 miles north of the King Salmon airport. He heard on the radio from AINE ROBERTS of Enchanted Lake Lodge that there was an accident at Crosswind Lake. He relayed the same to King Salmon Tower. He flew to the scene and provided help, pulling a sleeping bag from his aircraft to put around one of the crash victims. He said there was no available emergency gear on location, other than what he provided. He stayed until the rescue helicopter arrived about four hours later, at 8:30PM.

He said the pilot had continually wanted the gray dry bag. He said that at the time, there were several other planes / pilots on location, including the Branch River Lodge, the Rainbow River Lodge, and NICK DOUGLAS from the Enchanted Lake Lodge. He said the wind at the time of his arrival was out the South West at about 20 knots.

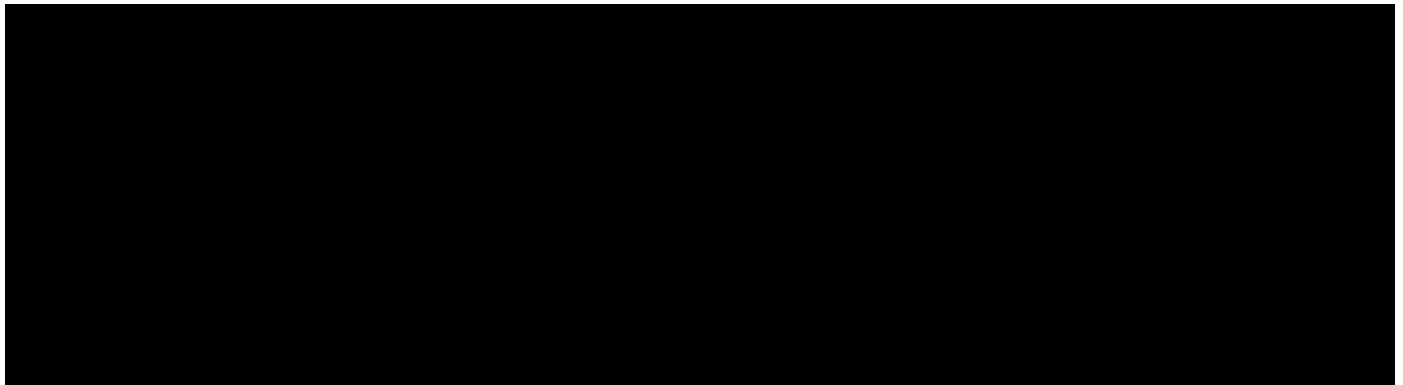
TIM said the wind was out of the southwest as it was currently blowing, and had been at the time of the accident. During conditions like this, it was common to shuttle passengers out three or four at a time, so that the aircraft was not too heavy. Cross Wind lake is quite short and has a history of aircraft accidents of a similar nature, due to the short take off run in that direction.

He said that during the time period of late July through August, due to the fish and bear presence, Cross Wind Lake and Moraine Creek is a hotspot for the lodges. That is why there were numerous people at the remote location at the time.

INTERVIEW WITH CHRIS KLOSTERMAN

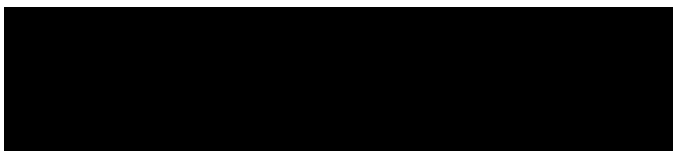


CHRIS said he was flying in the area and heard the radio call about the accident. He said he arrived about 10 minutes after it happened and assisted. He said there were several other pilots and guides on scene. The wind was out of the South West at about 20 knots. CHRIS said it was not unusual to shuttle out passengers to a larger lake in the area so as not to be overloaded when departing on the short Cross-Wind Lake.



INTERVIEW WITH PASSENGER, JOHN CHANEY:

JOHN "MITCH" CHANEY, DOB [REDACTED]



JOHN was seated in the right front seat, next to the pilot. He said they spent a long time warming up the aircraft, and AMOS, the pilot, even mentioned that he had measured distances and altitudes prior to takeoff. He said that during the takeoff, he (JOHN) was watching the GPS ground speed readout. They had a strong head wind. At one point he saw a ground speed of 28 mph, and they were getting closer to the shore of the lake. The plane started to lift off as they were near the lake shore, and then they hit the bank. JOHN said that he was not a pilot. JOHN estimated his weight at 205 lbs. plus what he was wearing, which included hip boots. JOHN wrote out a written statement. See statement attached to this report.

INTERVIEW WITH PASSENGER, THOMAS McPHERSON:

THOMAS McPHERSON, DOB [REDACTED]

TOM was seated at the rear left seat of the aircraft. He said he felt the plane porpoise in the water as it built up speed. He said it was difficult to see ahead, due to the pitch of the aircraft during the takeoff run. He said he relaxed when the floats broke away from the water but then seconds later a float hit the shoreline. Immediately after that there was a big impact as they hit the hillside and slid to a stop. He made a point to say the flaps were in the correct position for takeoff. TOM said he was not a pilot. TOM wrote out a statement and signed it. TOM estimated his weight at 195 lbs. See statement attached to this report.

STATEMENT OF WILLIAM McPHERSON:

WILLIAM McPHERSON, DOB [REDACTED]

WILLIAM was not present at the time I picked up his signed statement, as he had been feeling worse and had gone to get medical care. In his statement, he said he was in the 2nd row seat, on the right side, next to the right side door. He stated it was windy, and there was a lot of grass on the water of the lake. Just after liftoff they hit the bank with the floats and hit the ground. They were unable to get out either of the back doors, or through the right front door. They eventually were able to all get out via the pilot side door. See attached statement.

INTERVIEW WITH LODGE MANAGER, DANIEL HERRIG:

DANIEL HERRIG, Rapids Camp Manager

DANIEL said he has been the Manager of the lodge for 10 years. He said that the pilot of the downed aircraft was AMOS HARARI. AMOS has a history of being a conservative pilot, to his knowledge. He said that AMOS had been flying for the lodge for a total of two years. AMOS does the weight and balance of the aircraft and decides how much fuel to have on the plane. DANIEL said he was the one who personally set the logistics schedule of who was going to

be going in which airplane to which location. It was his decision to send the plane to Crosswind Lake / Moraine Creek. I got information from him about the two injured guides.

GUIDE - DOUG McQUILLIAMS

[REDACTED]

GUIDE - CHRIS GONG

[REDACTED]

[REDACTED]

INTERVIEW WITH RONALD HERNANDEZ:

RONALD HERNANDEZ, [REDACTED]

[REDACTED]

RON said that Rapids Camp Lodge is not a Part 135 operation, but that he provides what would be Director of Maintenance duties for the company if they were. He said he has been the "Mechanic of Record" for them for the last 10 years. He said the owner Gerry had told him to maintain the aircraft like they were Part 135 planes, and so he has. He said they do 50 hour oil changes and 100 hour inspections. The engine of that particular plane was rebuilt in 2011 high level specs. The aircraft had a Viking rebuild in 2004 and was in very good mechanical condition. They would typically fly the plane only about 100 hours during a season, and then it would be kept in a heated hangar in Naknek during the winter.

[REDACTED]

INTERVIEW WITH JAMES “JIM” JOHNSON:

JAMES S. JOHNSON [REDACTED]

[REDACTED]

JIM identified three clients as well as a guide in the area as witnesses to the accident, and said they were all out fishing currently. He would email me their contact information. He identified the people as. JOHN KARKASHION, SCOTT STRAIN and WAYNE KARNs. He further identified LIONEL MAYE, who runs a wilderness camp in the area. LIONEL was a pilot as well. LIONEL had told JIM he had seen the aircraft loaded and then do its takeoff run and subsequent crash.

WITNESS: LIONEL MAYE

[REDACTED]

I have been unable to contact LIONEL to get a statement.

[REDACTED]

INTERVIEW WITH AINE ROBERTS:

AINE ROBERTS, Pilot Cert. [REDACTED]

[REDACTED]

AINE said she was flying the Enchanted Lake Lodge Beaver on floats and had just left Crosswind Lake about 20 minutes previous to the crash. She said she estimated the wind at about 20 knots out of the southwest. The wind was not strong enough for a full load of passengers out of there, though she said it can change rapidly. She opted to shuttle four passengers out, as one was pretty light, and then return for the others. She had a total of six passengers to come out. She said that shuttling people out is a normal practice for everyone to do there. She said that when the wind is like that, making them use of the short takeoff distance, she doesn't take any more than four people at a time.

She has about six years' experience flying in Bristol Bay and about 2800 hours of Beaver time on floats. AINE said she got the radio call from NICK DOUGLASS on the ground with their marine radio, so she relayed the information on to TIM GOSSETT. She could not estimate how many times she has been in and out of Crosswind Lake, but said she was there four times yesterday and four times today.

INTERVIEW WITH NICK DOUGLASS:

NICK DOUGLASS, [REDACTED]

[REDACTED]

NICK has been a fishing guide in the King Salmon area for 16 years. He said he was on the eastern shore of Crosswind Lake, when the Rapids Camp Beaver took off. He said he was just breaking down a client's fishing pole when he heard the loud whine of the Beaver engine. It sounded like an engine going full throttle. He looked up just in time to see it pitch steeply nose-up, then nose down, then crash into the hillside. He said he called AINE on the radio, telling her about the crash, and then started running. He said they were able to assist two or three people out of the plane when they arrived. He said that the pilot AMOS was "out of it" from his injury, and that the two guides CHRIS and DOUG had probably the worst injuries. AINE flew in the backboard from the lodge to put one of the injured on.

[REDACTED]

MATHEW H. DAHL

Aviation Safety Inspector

Anchorage AL-03 FSDO