

On March 4, 2027 I was riding along in N103AF observing the operation of the aircraft. The aircraft was being operated on a part 91 flight between PAKW and PAKT. Weather was such at PAKT that the ILS Y 11 was utilized to assist in landing at the airport. Upon reaching minimums, the runway environment was not in sight by the pilot flying or by myself. The decision was made execute a missed approach. The initial missed approach instructions for the approach are to climb straight ahead to 5000 MSL. Reaching approximately 2000 MSL the right engine of the aircraft seized. During this moment we knew we had an emergency on our hands so to be able to use all resources necessary I transitioned from an observing passenger to pilot monitoring and handled radio communications and navigation.

By this moment in the flight we had been handed off from Ketchikan Radio to Anchorage Center. I declared an emergency with Anchorage Center and requested radar vectors to maintain terrain clearance. Anchorage center informed us that they did not have radar contact with us and would not pick us up below 5000 MSL. It was at the point that we decided we would head towards a private chartered airstrip on Annette Island. I used all available resources to navigate to this airstrip and provided the pilot flying with headings that would point us in the correct direction while also keeping us over the water and paralleling the shore of Annette Island. An attempt to feather the engine was made by the pilot flying with no success.

Once the aircraft was approximately five miles from the Annette Island airstrip, we broke out of the clouds roughly 100-200 MSL. Once reaching the shoreline of where we believed the airstrip to be, we were at 50 MSL and saw that the airport was charted at 119 MSL. At that point in time we did not have the altitude and aircraft energy state was that it was not possible to attain that altitude. The decisions was made that the safest course of action was to ditch the aircraft in the water due to the very forested land and rocky beaches. The pilot flying put the aircraft in the water and we egressed through the cockpit pilot hatch and swam to shore.