

Williams Shaun

From: [REDACTED]
Sent: Tuesday, October 24, 2017 9:22 AM
To: Williams Shaun
Subject: Doug Lowry / Bethel / ROC with Mr. Penz
Attachments: N8347Z - ROC with Mr. Penz - Other Pilot.pdf

Hey Shaun, here is my ROC with Mr. Penz.

Let me know if you need anything else.

I was getting some info that didn't seem just right so let me know if you need anything else.

Doug

[REDACTED]
Aviation Safety Inspector
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Bethel, Alaska 99559
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RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 2:15 PM	DATE 10/18/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Jonathan Penz of KAKO Christian camp.		ROUTING	
		SYMBOL	INITIALS
SUBJECT N8347Z Accident and the events associated with accident.			
DIGEST Mr. Penz was very forthcoming with information related with this accident. He explained that he knew Kyle very well and that he was instrument rated with some experience flying in the accident area. He stated that weather when he departed as ground fog and lifting ground fog at appx 400' to 600' altitude, fog with clouds and good visibility. He took off and climbed to 1500' AGL and did not mention any comms with Flight Services or requests for flight following. He stated that the accident aircraft was supposed to depart at about the same time as he departed so they could fly together and arrive at Bethel airport at about the same time. Accident aircraft was supposed to pick up supplies (some building supplies) and 5 passengers and return to Russian Mission with the other aircraft. Mr. Penz stated that once he took off from Russian Mission airport (9AK2) he climbed directly to 1500' AGL. He then stated that he had some short communication with the accident aircraft stating that he had just taken off and would meet up with him shortly. There were no further communications with the accident aircraft from that point forward. Mr. Penz proceeded to set a direct course from Russian Mission to Bethel and proceeded directly to Bethel. Mr. Penz stated that when he arrived over Bethel that it was cloudy and that he had to work his way down through the clouds till he broke out at appx 600' AGL and landed at Bethel.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE Inspector	SIGNATURE	

DIGEST (CONT.)

(Record of Conversation with Mr. Jonathan Penz (Oct.18, 2017 @ 1415 continued)

Mr. Penz stated that the last maintenance accomplished to the accident aircraft was the replacement of both the throttle and mixture cables and that the run-up after replacement was good. There was no date given for that maintenance. He stated that the only means of navigation in the accident aircraft was a hand-held GPS and a telephone. He stated that one of the rear engine cylinders had a compression check (66 PSI) that was lower than all the rest of the cylinders (72 PSI). Mr. Penz stated that due to the low compression of that one cylinder, the aircraft engine oil had been replaced with another oil to help conditioning of that particular cylinder. He never mentioned the outcome of that particular situation or what, if anything, had been achieved or the results to that particular cylinder compression. He stated the accident aircraft had just been returned from annual inspection appx 3 weeks prior to accident. When inspector asked for a location of aircraft log books, he stated he would try to locate them and email the location of the records to the Inspector over the weekend. He informed the Inspector of the maintenance company (MATA) in Washington State that had signed off the annual inspection and modifications and suggested that a call be made to them to ensure the aircraft log books were not at that location. Inspector made that call and the maintenance company stated log books were transferred with the aircraft when it was delivered to Alaska.

Mr. Penz stated that prior to take off, the accident pilot told him that he needed more fuel to help with aircraft CG. Mr. Penz also stated that he knew the battery that operated the fuel pump was dead and it would have delayed the accident aircraft take off by appx 20 to 30 minutes. That is why Mr. Penz, when he got above the clouds at 1500' AGL, had a short communication with the accident aircraft that all was well, Mr. Penz decided to go ahead and depart the area for Bethel airport. Once Mr. Penz landed at Bethel airport, he waited for appx 3 hours before making the phone call to Kenai Flight Services that the accident aircraft had not arrived in Bethel as planned.