



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: July 11, 2019

Persons Contacted: Captain Andrew Adams, Army National Guard
NTSB Accident Number: ANC19LA031, Grant Aviation N9448B

Narrative:

Capt. Adams witnessed the Grant Aviation Cessna 208 accident that occurred on July 8, 2019, at Bethel Airport. The interview was conducted by telephone and two other witnesses were present with Capt. Adams: Jeffrey Hartmann and Michael Miller. This is a summary of their statements.

- Capt. Adams stated that that morning the three of them were sitting in the hangar, which is situated south of runway 12, and they were working while listening to the radio communications on the tower frequency. The hangar has a large window facing runway 12.
- He heard an excited voice on the radio shout “turn left immediately.” Capt. Adams then looked north at runway 12 and observed a Cessna 208 at a low altitude in a hard right angle of bank and it appeared to be crossing runway 19L. It then crashed in the grass and caught fire.
- He and his two coworkers grabbed fire extinguishers and ran out to the accident scene. They were there within two minutes. He was expecting to see people trapped inside, but the airplane was empty, and he saw the pilot with the passengers at a safe distance upwind of the fire.
- He assessed the injuries and sent one woman and child in a truck to the ramp for ambulance transport to the medical clinic. She had cuts and was also pregnant.

This is a summary of Mr. Jeffrey Hartmann’s statements.

- Mr. Hartman was watching the airplane on its final approach and he did not note anything unusual. It looked like a normal approach. Then he heard tower yell “turn”.
- He observed the airplane’s right main mount hit the runway where the gravel turns to asphalt, and then bounce hard into the air, and then the right wing fell immediately, and the airplane crashed.

This is a summary of Mr. Michael Miller's statements.

- Mr. Miller did not see the accident sequence until the end when the right wing tip struck the ground and the airplane tumbled. He did recall hearing the tower controller shout "turn left immediately" at some time during the accident sequence.



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: July 11, 2019

Persons Contacted: Trevor Scott, witness and Grant pilot of N617AV

NTSB Accident Number: ANC19LA031, Grant Aviation N9448B

Narrative:

Mr. Scott was the pilot in command of the Grant Aviation GA8 Airvan, N617AV, that landed on runway 1L at Bethel Airport during the accident of N9448B Cessna 208 on runway 12 on July 8, 2019. The interview was conducted by telephone and Grant Aviation party representative Dan Knesek and FAA IIC Clint Hamann and FAA inspector Jason Calloway participated via telephone. This is a summary of Mr. Scott's statements.

- Mr. Scott has been working for Grant Aviation for 1 month as a GA-8 Airvan pilot- in-command. He is relatively new to the Bethel Airport (BET) operations area.
- On the morning of the accident, Mr. Scott was flying in N617AV. He was arriving back to BET from the southwest. He checked in with BET tower control about 10 miles out and about the same time N448B (48B) called 10 miles from the west.
- The BET tower controller was very busy directing area traffic.
- The tower controller told him to make a left base for runway 1L.
- About 3-5 miles out, tower instructed him to "turn left base immediately."
- At 2 miles out, tower instructed him to "go directly to the numbers." About that time an airplane flew in front of him at the same altitude about a mile away. He could not recall if the tower reported that traffic.
- Mr. Scott heard the tower telling 48B to hold short or something like that. He could not recall exactly what was being said.
- As N617AV crossed the threshold of runway 1L, he observed 48B flying over 1L at 30-100 ft in an unusual attitude. He saw 48B crash in a right wing down attitude. Mr. Scott continued the landing because he was already in the flare. He touched down 500 ft down the runway and had plenty of room to stop before the accident scene.

- He said that he was unaware that 48B was performing a go-around and did not recall hearing that on the radio. Mr. Scott was unaware that an abnormal event was occurring until he saw 48B flying over runway 1L.
- Mr. Scott stated that he had landed on runway 12 before as part of his training during Initial Operating Experience (IOE) but was restricted by the company from landing on that runway because he had less than 100 hours of GA-8 experience.



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: July 29, 2019

Persons Contacted: John Leavitt, witness and Hageland pilot of "3CF"

NTSB Accident Number: ANC19LA031, Grant Aviation N9448B

Narrative:

Mr. Leavitt was flying a visual approach to Bethel Airport runway 1R and he witnessed the Grant Aviation C208 accident that occurred on July 8, 2019. This is a summary of his statements.

Mr. Leavitt worked for Hageland since 1 June 2019. He recently started flying at Bethel airport. On the day of the accident, he was the pilot-in-command in 3CF, a Cessna 207. The airport was very busy at the time of the accident, "more than usual." He was flying a right base to 1R and multiple airplanes were stacked up for 1L. He heard an airplane ask for runway 12 and tower cleared that airplane to land on runway 12. As Mr. Leavitt was turning to final for runway 1R, he heard 48B call a go-around, and very soon after he heard tower call "turn right immediately" and then the tower controller repeated it again within 10 seconds. (Voice recordings indicated that the tower controller requested a left turn.)

He observed the accident airplane in a high angle of attack attitude over runway 1L and the wings rolling right and left. It looked like a falling leaf. The left main mount hit the ground first, then the airplane spun around and the right wing cracked open. Then he departed the airport to the east as instructed.

Mr. Leavitt rarely lands on runway 12/30; he was told not to land there. He estimated he may have landed there four times.

He felt like the ATC personnel at BET typically do a good job, but sometimes it gets very busy and the airplanes are stacked tightly.