



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: March 7, 2020
Persons Contacted: Joseph Bridgemen, witness
NTSB Accident Number: ANC20FA024

Narrative: Mr. Bridgeman was a witness to the accident that occurred at Dillingham airport on February 22, 2020. The interview was conducted by telephone and this is a summary of his statements.

Mr. Bridgeman sent an email to the FAA explaining what he observed. He is a Civil Air Patrol (CAP) pilot and was at the airport that morning to support a CAP event. He was at the glider hangar at the north side of the runway and he observed the airplane takeoff. It appeared to be forced into a right turn. It was very slow with an abnormal right crosswind crab with wings level. The wind was light and down the runway at that time. The nose of the airplane was pointed at the mountains (south). It did not look normal. Then the airplane turned at the access road at a very low altitude below the tree line and went out of site. It then reappeared heading on a downwind course flying very slow. It then disappeared below the trees and “probably stalled.”

In his opinion, what he observed did not make sense. It appeared that “something was very wrong with the airplane that was beyond the pilot’s control.”

He did not hear the engine from where he was standing.

From: [Monfort, Joseph J \(FAA\)](#)
To: [Price, Noreen](#)
Subject: FW: HDH
Date: Wednesday, February 26, 2020 4:05:22 PM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

From: [REDACTED]
Sent: Wednesday, February 26, 2020 2:56 PM
To: [REDACTED]
Subject: Fw: HDH

----- Forwarded Message -----

From: Joe Bridgman [REDACTED]
To: Joe Monfort [REDACTED] >
Sent: Tuesday, February 25, 2020, 10:14:04 AM HST
Subject: HDH

Hey Joe here's what I saw.

I was returning from the restroom at the end of the glider hangar. I observed the glider tow plane take off, and begin climbing out. Shortly after, I noticed that the plane was climbing out slower than usual, and that it was crabbing as if it had a strong right cross wind, but there was very light wind. I thought that this was not normal. As I watched, the wings were level, but it seemed to be much slower, and lower, than a normal takeoff. I was concerned about the trees near the wind sock; as if there was a problem keeping the aircraft over the runway, and not being forced into the trees. As the aircraft got closer to the opening at the windsock access road; the aircraft was still below the trees, and was flying over the access road moving slowly. This was very unusual to me, and from that distance I could not understand what was being attempted; but, I realized that there was definitely something unusual happening to the aircraft. Then, it flew beyond sight below treetop level, and then reappeared very briefly on a right downwind direction just above the treetops, and then immediately disappeared below the trees, out of sight.



RECORD OF CONVERSATION

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Aviation Accident Investigator
Alaska Regional Office

Date: February 26, 2020
Persons Contacted: Rojelio Herrera "Rojo"
NTSB Accident Number: ANC20FA024, N65070 Cessna 305A

Narrative: Mr. Herrera is a pilot and Civil Air Patrol (CAP) official who was at Dillingham Airfield at the time of the airplane accident. He was interviewed by telephone. This is a summary of Mr. Herrera's statements.

Mr. Herrera is a retired Air Force pilot with about 4,400 flight hours. He flew mostly large airplanes, but he also flew single engine airplanes in a training role. He is the commander of Civil Air Patrol unit 557th Training Squadron at Wheeler Army airfield.

On the day of accident, he was at Dillingham Airfield with a CAP Cessna 182 for a towing operation that day. He needed a checkout in the CAP Cessna 172, which Bill Enoka flew over from Kauai. Mr. Herrera knew Mr. Enoka very well. He gave Mr. Herrera his initial checkout in the CAP. Mr. Herrera stated that Mr. Enoka was an excellent pilot and that he would "trust him with his life and children." He did not know Mr. Rogers.

He arrived at the airfield in the Cessna 182 at 9:02. He parked over by the glider hangar on the north side of the airfield next to the Cessna 172. While moving gear from the 172 to 182 and standing around for about 10 minutes, he witnessed the accident airplane turning from base to final and then land. He stated that the airplane seemed high on final. The landing was "rough" and the full stop was "pretty dramatic." The airplane hit, bounced, came back down, the tail came up high and then came down hard. The brakes screeched and the smell of rubber from the tires was in the air. The airplane stopped on runway. Mr. Enoka was clearly speaking firmly to the other pilot. He could tell by the hand motions that he was being very direct. Mr. Herrera walked away with some cadets so that they would not witness that tense event. As Mr. Herrera stood among a group of cadets who were waiting for glider rides, one cadet stated, "did you see that?" and he pointed in the direction of the accident. "That airplane just crashed!" Mr. Herrera ran out of the hanger but could not see anything. About that time a parent was screaming the same thing. Mike Bailey had a radio and called the UNICOM tower operator and then the US

Coast Guard helicopter arrived at the scene. A van pulled up and CAP members went to the scene.



RECORD OF CONVERSATION

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Alaska Regional Office

Date: February 27, 2020
Persons Contacted: Aaron Fulbright, witness from airplane "3LL"
NTSB Accident Number: ANC20FA024, N65070 Cessna 305A

Narrative: Mr. Fulbright was a witness to the recent accident at Dillingham Airfield, Mokuleia, Hawaii. The interview was conducted via telephone by Noreen Price, NTSB investigator-in-charge. This is a summary of Mr. Fulbright's statements.

Mr. Fulbright was performing touch and go's in the left pattern for runway 8 at the time of the accident. He witnessed the accident airplane landing on runway 8 and knew it had to be a training flight because it was rough. There was a lot of "fishtailing" going on. The weather was clear with 5 knots of wind from the east. The airplane took off and at 50 ft over the runway it turned south toward the mountains. It was yawing to the right with the right wing down. Then he saw it in roll right and crash in the "boon docks". He called UNICOM and notified them. He did not hear the accident pilots make any radio calls during the sequence.

HONOLULU POLICE DEPARTMENT STATEMENT FORM

Report No. 20-070430

Statement of: <u>Thomas LaPear</u>		Classification: <u>UNATTENDED DEATH</u>	
Address: [REDACTED]		Date of Occurrence: <u>2/22/2020</u>	
Age: [REDACTED]	Date of Birth: [REDACTED]	Occupation: <u>Assistant manager Food + Beverage</u>	
Res. Ph.: [REDACTED]	Bus. Ph.: [REDACTED]	Employer: [REDACTED]	
Location of Interview: [REDACTED]		Email: [REDACTED]	

Please give a detailed statement answering all of the following questions:

- | | | |
|--|--|---|
| 1. What DATE and TIME did it happen? | 5. WHAT happened? | 9. DID YOU IDENTIFY any suspects? Explain. |
| 2. WHERE did it happen? | 6. HOW did it happen? | 10. DID YOU IDENTIFY any weapons? Explain. |
| 3. WHO was involved? | 7. WHY did it happen (prior events/causes)? | 11. ... any property? Explain. |
| 4. What WITNESSES do you know of? | 8. ANY OTHER relevant information? | 12. ... any vehicles? Explain. |

The undersigned freely and voluntarily provides the following statement:

Arrived at Dillingham Airfield parking lot around 9:15am on 2/22/2020. I watched the aircraft taxi and take off. Upon take off at about 20 feet off the deck, the plane's tail quickly yawed to the right mid-air about 20 feet high. The tail turned left (plane turned sideways) towards mauka. At about 30 feet the plane went over the trees, kept gaining altitude. At approx. 50 feet the plane lost power and regained power. It then instantly barrel rolled to the right side, nose down, came back to the left, and hit the ground nose down. I was second on scene with Edward Arias. The Coast Guard was working on the 2 victims. I called 911 at 9:26am and awaited their arrival. Due to obstruction by some trees, I didn't see the actual impact. I knew Bill from Civil Air Patrol. We met about 6 months ago. He is one of our son's glider flight instructors. I don't know the other person who was in the plane with Bill. When I arrived at the crash sight, I saw that Bill was sitting in the back seat and the other gentleman was in the front seat of the plane.

I have read this statement prepared by Leilani LaPear (wife) which consists of this typed/handwritten page and 0 continuation page(s), and have been given the opportunity to make corrections thereon. I attest that this statement is true and correct to the best of my knowledge, and that I gave this statement freely and voluntarily without coercion or promise of reward.

[Signature]
Signature

[Signature]
Investigator's Signature

Date: 2/22/2020

Time: 11:07am

Date: 2-22-20

Time: 1107



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: February 27, 2020
Persons Contacted: Thomas Miller, witness
NTSB Accident Number: ANC20FA024, N65070 Cessna 305A

Narrative: Mr. Miller was a witness to the recent accident at Dillingham Airfield, Mokuleia, Hawaii. The interview was conducted via telephone by Noreen Price, NTSB investigator-in-charge. This is a summary of Mr. Miller's statements.

Mr. Miller routinely visits the airfield in his car to watch the airplane and parachute operations. He is not a pilot and has no aviation experience. On the day of the accident, he was in his car at the northwest end of the Dillingham Airfield. He recalled that he watched this airplane because of its "bizarre behavior." Before the airplane took off and crashed, he witnessed it land at the approach end of runway 8 and come to a "screeching halt." The airplane teetered back and forth, the propeller almost hit the ground, and then they shut down the engine and then restarted it. It sounded normal. He observed the airplane zigzagging on the ground (taxiing left and right). After takeoff the airplane leveled off, made a sound as if the engine sputtered and died, descended and turned toward the right into the trees, then it started up again and climbed upward again, went around the trees and then crashed. He heard metal crunching, but he did not see the crash. He called 911 and watched the USCG helicopter respond. The time was about 0919.