



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: February 23, 2020
Persons Contacted: Alan Sitt, pilot
NTSB Accident Number: ANC20FA024, N65070 Cessna 305A

Narrative: Mr. Sitt was an employee of Honolulu Soaring and had been flying the accident airplane regularly for years. He was interviewed in person at three different times during the on scene investigation at Dillingham Airfield, Mokuleia, Hawaii. This is a summary of Mr. Sitt's statements.

Mr. Sitt was the last pilot to fly the airplane the previous day. He had no mechanical problems and he fueled the airplane up to about 40 gallons after the flight. The fuel was 100 LL from the that Honolulu Soaring fuel tank at the airfield. The airplane had dual controls. Mr. Sitt felt that it was flying very well lately, with no engine or airframe issues. About 3 months before the accident, another pilot had binding aileron controls in flight. It could not be duplicated on the ground and he had full control continuity without any binding when he tested it. Mr. Sitt had no problems with the mechanic, Mr. Seladis, although he was aware that he was involved somehow with the King Air crash that occurred at the airfield the previous summer.

On the day of the accident, he arrived at the airport about 5 minutes after the accident and he did not see the crash.

He knew the pilots of the accident. Mr. Enoka was highly experienced in the airplane and Mr. Rogers was new to the airplane. He was a retired Hawaiian Airlines pilot who had a glider at the airport.

From: [alan sitt](#)
To: [Price Noreen](#)
Cc: [REDACTED]
Subject: Dillingham Crash of L-19 22 Feb 2020
Date: Tuesday, February 25, 2020 12:26:26 PM

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This is my recollection of events leading up to accident of N65070 on 22Feb2020 at approx 0930.

I was the last pilot to fly this airplane the day before. On Friday 21 Feb 2020, I had done approx 14 glider tows for and added approx time on engine of 2 hours. I went to Dillingham Airfield on the accident day, (to continue flying this airplane as a glider towplane) ,arriving about 5 minutes after the accident. I did NOT see it happen.

When my day ended, on 21 Feb 2020, approx 1530, I refueled the airplane at our refueling station, and put it away in our parking area. I topped off the tanks with about 18 gal. to bring the total fuel capacity to 40 gallons.

At no time during my flights, either that day or in the weeks and months before, had I ever experienced any kind of engine, nor airframe /failures issues. I have full confidence in our API and the way the airplane was maintained.

I knew both pilots very well, and it is a mystery to me why they crashed as they did.. This was their third or fourth day of training , spanning a period of about two weeks. They were practicing landings, with Bill Enoka as the check pilot and Rick Rogers in front , being checked out for a tow pilot position.

Assuming they had an engine failure on take off, they were still low enough to land straight ahead on the remaining 5000 approx ft of runway plus another 1000 ft of grass over-run at the parachute DZ. Since they crashed on the south side of the runway, right there was another very long ex- taxiway that they could have landed on with no problems.

Over the years, I have towed both pilots in gliders, and Bill Enoka has relieved me many times, taking over my flying duties in the L-19, to give me a rest. There is no question in my mind that he was 100% proficient..

I wish I could shed more light on this accident, and I hope you can find what caused this accident. Feel free to contact me anytime for any additional information you may need.

Thank you for your dedication,

Alan Sitt
[REDACTED]

PS..For what this may be worth, after seeing the wreckage (after two days) up close and noticing the propeller only had one blade bent back at about 30 degrees, That would seem to indicate there was no power on the engine at time of impact. I also noticed that the propeller had broken off with the shaft from the engine still attached to the prop hub. Maybe the propeller was not even turning, because even if it is windmilling after an engine failure in this airplane make and model, it will windmill at about 5-700RPM . (Over the years I have had three engine failures in L-19, all of them with a previous company no longer in business. Twice I had a cylinder blow off the crank case, complete engine failure, yet the prop kept turning.) . I also noticed the front throttle quadrant with the throttle full forward and the mixture control at

cut- off, and I understand that those controls could have been moved by rescue personnel , but this is just what I observed in a five minute look at the wreckage two days later.

I don't mean to second guess any investigation, just wanted to tell you what I saw. Thanks again.



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Date: February 27, 2020

Persons Contacted: John Sequeira, Honolulu Soaring C305A pilot

NTSB Accident Number: ANC20FA024, N65070 Cessna 305A

Narrative: Mr. Sequeira is a tow pilot for Honolulu Soaring and has flown in the accident airplane many times. The interview was conducted via telephone by Noreen Price, NTSB investigator-in-charge. Mr. Sequeira was notified that a record of conversation would be included in the public docket and that information obtained in the NTSB investigation would not be used for FAA enforcement activity. This is a summary of Mr. Sequeira's statements.

Mr. Sequeira has been flying for Honolulu Soaring for 6 to 7 years about 6 days a week. He flew 3 or 4 days a week for the last year. He is very familiar with the accident airplane but has never flown from the rear seat. He stated that the airplane is always flown as a single pilot operation from the front seat, and Mr. Inoka provides training and check rides from the rear seat. Mr. Sequeira has never had a problem with weight and balance with the airplane.

He stated that he did have maintenance issue with the accident airplane, but nothing worth a write up. He suggested that the NTSB look at the ailerons very well. The gripes that he had were not written up. He had issue with the mechanic (Mr. Seladis). Whenever he would ask him to look at something of concern, the mechanic was never interested in taking care of it. He has seen the mechanic work on the airplane, but never conduct an inspection. Mr. Sequeira said that he compensated for his lack of confidence by conducting very thorough pre-flight inspections.

Mr. Sequeira stated that he did have a flight control issue that was a short lived, so it wasn't written up. He had the ailerons lock up in flight. He was able to free them and then land. He talked to the mechanic and he did not seem to care. Mr. Sequeira was not aware of what maintenance was done as a result of his complaint. He also experience a partial loss of engine power a few months ago, at 900 ft over the runway. He pulled the throttle back and the engine came back. After landing, he talked to the mechanic who said it was probably just water in the fuel. Mr. Sequeira said he sumped the wings and filter before every flight and was sure that there

was no water in the fuel. The next pilot to fly the airplane was Mr. Alan Sitt, and he said that the engine ran fine, so he understood that the problem was fixed.

The rudder system has never been a problem. All visible components were good.

Mr. Sequeira stated that he would no longer fly with the company as long as the mechanic was there.

He stated that the company owner, "Mr. Bill," was a wonderful person who would never allow poor maintenance or anything dangerous to the operation. He always said, "if this doesn't feel right, just park the airplane." Mr. Bill has helped mentor many people in aviation and he is very sweet and giving. The mechanic has not worked for the company very long, and Mr. Sequeira did not share his concern about the mechanic with Mr. Bill.

Mr. Sequeira said that Mr. Rogers had 30,000 or more flight hours and was great pilot who trained many pilots in gliders and airplanes. Mr. Inoka trained maybe 50 pilots in the accident airplane. He was a CAP pilot and leader with much experience. He did all the Bird Dog (Cessna 305A/L19) training at the airfield. He was the only one who flew from the back seat. He could grease on landings every time.

Mr. Sequeira stated that there was no way that the accident was caused by pilot error. The two accident pilots were the absolute best.