

From: [Edwards, Jim B \(FAA\)](#)
To: [Liedler Courtney](#)
Subject: FW: N63WC Bar Harbor accident
Date: Thursday, July 18, 2019 7:54:22 AM

Passenger statement.

Jim

James B. Edwards
Aviation Safety
Principal Maintenance Inspector
Dallas Fort Worth Certificate Management Office (DFW-CMO)

[REDACTED]

Any comments you may have on services provided are appreciated. Please email feedback to:

[REDACTED]

From: phlatt mclean [REDACTED]
Sent: Tuesday, June 25, 2019 10:01 PM
To: Edwards, Jim B (FAA) [REDACTED]
Subject: Re: N63WC Bar Harbor accident

Howdy Mr. Edwards,

Below is my statement:

A friend of mine, Kristin and I decided we were going to take an airtour over the acadia national park and see some light houses. Once the pilot landed with his prior tour, we greeted and took several pictures before moving into the plane. We left around 10:15am because it was around 10:09am when the pilot, Phil, asked us what time it was. In the plane, Kristin and I were pretty tightly fit due to our body compositions (me having broad shoulders and her being a little heavy set) and the size of the bench seat. The pilot attempted, I would say twice, to get the engine to start but no success, then he finally was able to get the engine to start. Once He did, he mentioned that the flight would be a lot smoother than the start up. He did his engine checks and other checks and we took off.. The sound the engine made at take off was like this helicopter whirling before it sounded like I supposed it should. We were taking a tour of the mountain side and the islands of south and north and then the propeller started acting up in mid flight. The sound sounded like the helicopter sound when we were preparing to take off. The pilot thought it was our headsets, I was a little skeptical, but he asked us to lower our mics underneath the wind visor to stop the noise. It didn't work and he mentioned that same, that that didn't work. All of a sudden I saw this white smoke and then black smoke come from the engine, then I heard this loud popping noise, I cannot tell if it was once or twice, but it was at least once. Almost like the sound of a carburetor backfiring, and then the engine just died. We were at about 2-3000 ft high when it cut out. The pilot radio'd our emergency landing, and surveyed the area for a suitable landing site. We spotted the marsh lands and decided that was the place. It took us less than a minute before we hit the marsh lands and on impact we flipped landing upside down. I remember watching the entire time as we made the decent into the marsh. Once we hit the ground I saw a lot of white around me and heard a lot of rumbling. I think I may have blacked out for just a second, because I remember realizing there was water in my face and not knowing where it came from. I had to remember that water meant upside down. I found myself discombobulated and my head was in the water. I freaked a little because of water. Wasn't sure if the plane was going to sink or not. So I found my harness and unstrapped and got out. We all were ale to get out of the aircraft and wait for the rescuers. Took the rescuers about an hour and a half to find us. That is about all I have from the beginning to the landing.

Thank you,
Edward Mclean

Passenger

On Tuesday, June 25, 2019, 11:31, Edwards, Jim B (FAA) [REDACTED] wrote:

Hello Edward,

I am the FAA inspector investigating the accident you were involved in on 6/22/19 in Bar Harbor. As a routine part of air craft accidents such as this, I would very much like to read your account of what transpired that morning; unusual sights, sounds (**engine noises**) ect. that might shed more light on what may have led to the engine stoppage.

For the sake of a complete investigation, would you please write out a brief statement of the events of that morning, sign and date it and attach to a return email?

Also, I have a phone # for Kristen Ford of [REDACTED]. This number does not get me thru to her. Would you by chance have another number or an email for her? I'd like to get her statement as well. These passenger statements will be forwarded to the National Transportation Board in Wash. DC as they are the primary agency for accident investigations.

Thankyou Edward for any assistance you can provide.

Jim

James B. Edwards

Aviation Safety

Principal Maintenance Inspector

Dallas Fort Worth Certificate Management Office (DFW-CMO)

[REDACTED]

[REDACTED]

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