

Memorandum for Record,

Accident Date - 17 AUG 18,

While on a multiengine training flight just off the coast of Jacksonville Florida we (Dylan Eyler and I) overheard a distress call (Mayday, Mayday, Mayday) while monitoring Jacksonville approach (ATC FREQ, 124.9). We immediately halted our training and diverted toward the aircraft in distress to render assistance. Upon arrival (as vectored by ATC) we witnessed a Beechcraft Bonanza at very low altitude crash-land into the water. Based on our position/ altitude at the time of impact (approximately 3,000'), the aircraft made a tail first landing into the water. We continued to descend to 2000' above the crash site. I observed what looked like a person on the wing of the Bonanza and a Navy helicopter approaching and initiating a hover 50-100M to the Northeast. We slowed and began an overhead orbit (2000' to 1500'). The plane appeared intact and showed no signs of major structural damage. We continued to orbit above the crash site and provide information to the ATC controller. The Bonanza remained afloat for a brief period of time. I would guess less than 30 seconds. I witnessed it sink beneath the water. It appeared to descend nose first towards the right wing. I observed what looking like a person in the water and two boats approaching at high speed towards the crash site. The first boat arrived within a few minutes and both departed at high speed towards Mayport. The Navy helicopter departed soon after the boats. We asked the ATC controller if there was anything more we could do. He asked for, and we provided coordinates of the crash site. We requested and were granted permission to depart back towards KCRG airfield. -End of statement.

COL (Ret) Edward J. Siegfried
ATP Lead Flight Instructor
Jacksonville, FL