



RECORD OF CONVERSATION

Front Seat Passenger Statement

Christopher Freeze
Air Safety Investigator
Eastern Region Aviation

Date: September 15, 2022
Person Contacted: Rob Tice (Front seat passenger)
Contact # [REDACTED]
NTSB Accident Number: ERA22LA402

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

Mr. Tice was contacted by phone on September 15, 2022, at 1:53 p.m. EDT at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the interview, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

Mr. Tice stated that, on the morning of the accident flight, his boss, Dan, and himself were planning a 8-hour-plus day of flying and hiking as part of a law enforcement investigation into cabin break-ins. Their first destination for that morning was Katahdin Lake, which their pilot – Dawson Simmons – had never landed before.

The first leg of the flights lasted ten minutes. Upon arriving at Katahdin Lake, the pilot-rated passenger noted that the airplane was headed south to land, and that the sun's position in the sky – combined with the glassy water surface conditions - produced significant glare, especially on the pilot's side of the airplane.

The pilot-rated passenger noticed nothing abnormal in the approach to landing. When the first attempt resulted in hard landing and a bounce, he was jolted forward above the waist, and his head impacted the cockpit dash and flight control yoke. He also noticed that the headsets and sunglasses of all three aboard were dislodged.

After the pilot executed a go-around, the front seat passenger helped check the condition of the aircraft's floats and attended to his boss' wound – a cut on the nose. The second attempt at landing was, in the opinion of the passenger, rough but successful.

After deplaning and getting Dan's bleeding under controls, Mr. Tice proceeded to check on a cabin and conduct law enforcement duties. Returning to the airplane, the two passengers decided to abort their plans for the day and return to the seaplane base.

Back at the base, Dan was considered good to drive and departed. Mr. Tice also departed, in a separate vehicle, and return to the park headquarters to attend to insurance paperwork stemming from the accident. Later that evening, he began to feel the effects of an additional injury – a broken rib. The delay in feeling this injury he attributed to an adrenaline dump post-accident. He was later diagnosed as experiencing a concussion as well.

Mr. Tice agreed that there were no pre-impact anomalies or malfunctions affecting the airplane's operation. He did note that the airplane was not equipped with shoulder harnesses for any of the main cabin passenger seats.

The digest was e-mailed to him for review on September 15, 2022. He replied on September 20, 2022, with no changes to the narrative.