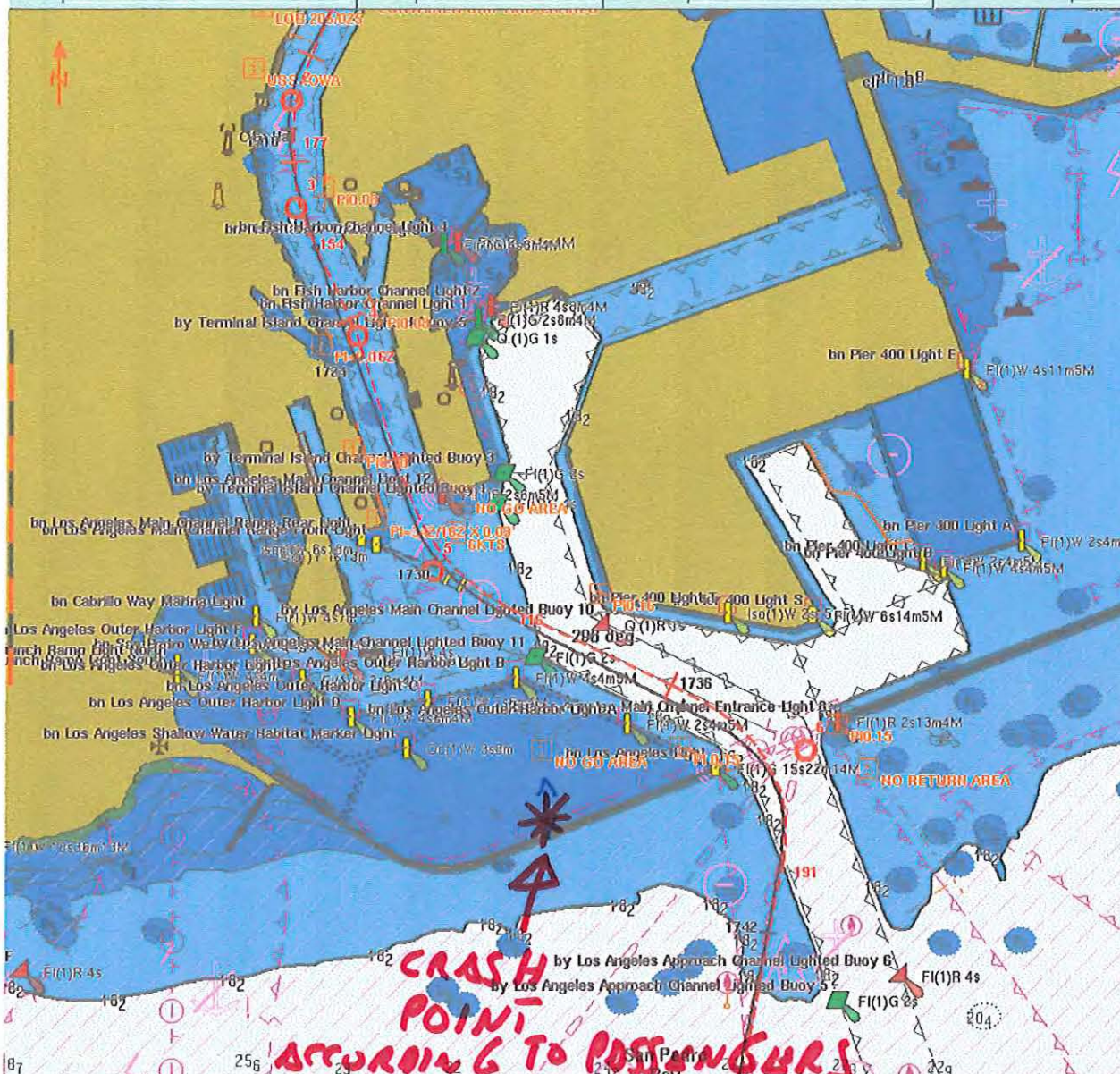


Lat	33:43.161 N Planning	HDG	261.4° GYRO 2	Speed	16.5 kn DGPS 1	ENC [m]	All	D	Date	04.01.17 ZT
Lon	118:15.601 N HGS84	ROT	> 0.9°/min	Course	260.6°	PLAN / TRUE			Time	18:36:32 ZT



CHARTPILOT 1 / CHART	
Track / Control	
Track	100 LAX-ITO
From WPT	9 OUT PREC. AR
To WPT	10 STAY OUT FO
Lat	33:32.625 N
Lon	118:27.530 W
RL	To Track PD On
WPB	258.6° WPD 7.08 NM
TRK	257.1° XTD 349 m
TTG	00:25:48
Planned Time Schedule	
Arrival WPT	20 SBE 3NN B4
ETA	09:30:00 ZT 09.01.17
Plan	09:30:00 ZT 09.01.17
Spare	001 D 01:32
TTG	004 D 14:53
DTG	2134 NM
Arrival Speed	19.2 kn
Next Speed	19.2 kn
Cursor	
--- --- ---	

JEBL1	Set	CEN	1.5	NM	Set Center	VRM	NM	Std Disp	Brightness	Tree	Menu
-------	-----	-----	-----	----	------------	-----	----	----------	------------	------	------

STATEMENT OF WITNESS

Statement of _____ Cabin No. _____
(Title) (Forename) (Surname)
Date of Birth _____ Age 60 Designation Home Passenger Ship Star
(dd-mm-yy) (Passenger/Crew/Other)
(If Crew) Employee Number _____ Occupation _____

This statement, consisting of 1 pages (each signed by me), is true to the best of my knowledge and belief.

Dated the 4 day of JANUARY, 20 17 Signed _____

Watching the star leave L.A we
witnessed a helicopter rotate several
times while descending rapidly on
the starboard side very close to the
harbour breakwater, inboard of the
harbour, it crashed into the ocean
with no other activity seen.

Signed _____ Signature Witnessed By (Sign) _____
Signature Witnessed By (Print) _____

STATEMENT OF WITNESS

Statement of [REDACTED] Cabin No. [REDACTED]
(Title) (Forename) (Surname)

Date of Birth [REDACTED] Age 61 Designation PASSENGER Ship STAR PRINCESS
(dd/mm/yyyy) (Passenger/Crew/Other)

(If Crew) Employee Number _____ Occupation _____

This statement, consisting of 1 pages (each signed by me), is true to the best of my knowledge and belief.

Dated the 4 day of JANUARY, 2017 Signed [REDACTED]

We were up on the deck 14 watching the ship navigate out of port ~~on~~ on the starboard side. We were just behind the breakwater when I saw a helicopter spinning around and then fall into the water on the inside of the breakwater. No smoke or fire and no big splash.

Signed [REDACTED] Signature Witnessed By (Sign) [REDACTED]

Signature Witnessed By (Print) [REDACTED]

STATEMENT OF WITNESS

Statement of _____ Cabin No _____
(Title) (Forename) (Surname)
Date of Birth _____ Age 59 Designation Passenger Ship Star Princess
(dd-mm-yy) (Passenger/Crew/Other)
(If Crew) Employee Number _____ Occupation _____

This statement, consisting of 1 pages (each signed by me), is true to the best of my knowledge and belief.

Dated the 4 day of January 20 17 Signed _____

As my husband and I were on the Starboard side of ship heading out from Los Angeles (San Pedro) Harbour just as we were coming up to the breakwater at about midships we witnessed a helicopter spiral about 4-5 times and then splash down just beside the breakwater on the San Pedro side about half way of the length. I thought it might have hit the breakwater but no fire was visible. Red lights glowed under the water for maybe 10 seconds and then sunk under the water. No visible splashing observed after the sinking - Notified crew member immediately -

Signed _____ Signature Witnessed By (Sign) _____
Signature Witnessed By (Print) _____

STATEMENT OF WITNESS

Statement of _____ Cabin No. _____
(Title) (Forename) (Surname)
Date of Birth _____ Age 59 Designation Passenger Ship Star
(dd-mm-yy) (Passenger/Crew/Other)
(If Crew) Employee Number _____ Occupation Retired

This statement, consisting of 1 pages (each signed by me), is true to the best of my knowledge and belief.
Dated the 4 day of Jan, 2017 Signed _____

I only saw the helicopter hit the water and it quickly (20 seconds) sunk!

I had been talking prior to the accident and I had my back to the accident.

Only when my friend Tim Skobak hit me in the back to tell me to turn around.

So I turned as the helicopter hit the water and sank!

Sorry I did not see more!

Cell # _____

Signed _____ Signature Witnessed By (Sign) _____

Signature Witnessed By (Print) _____

STATEMENT OF WITNESS

Statement of _____ Cabin No. _____
(Title) (First Name) (Last Name)

Date of Birth _____ Designation passenger Ship Star Princess
(dd-mm-yy) (Passenger/Crew/Other)

(If Crew) Employee Number _____ Occupation _____

This statement, consisting of _____ pages (each signed by me), is true to the best of my knowledge and belief.

Dated the 4th day of January 20 17 Signed _____

While pulling past the rock jetty
the helicopter was circling us and
started to spin on the starboard side
of the ship and went down by the
jetty.

Phone = _____

Signed _____ Signature Witnessed By (Sign) _____

Signature Witnessed By (Print) _____

STATEMENT OF WITNESS

Statement of [REDACTED] Cabin No. [REDACTED]

Date of Birth [REDACTED] Age 52 Designation Passenger Ship STAR PRINCESS
(dd-mm-yy) (Passenger/Crew/Other)

(If Crew) Employee Number _____ Occupation VETERINARIAN

This statement, consisting of 1 pages (each signed by me), is true to the best of my knowledge and belief.

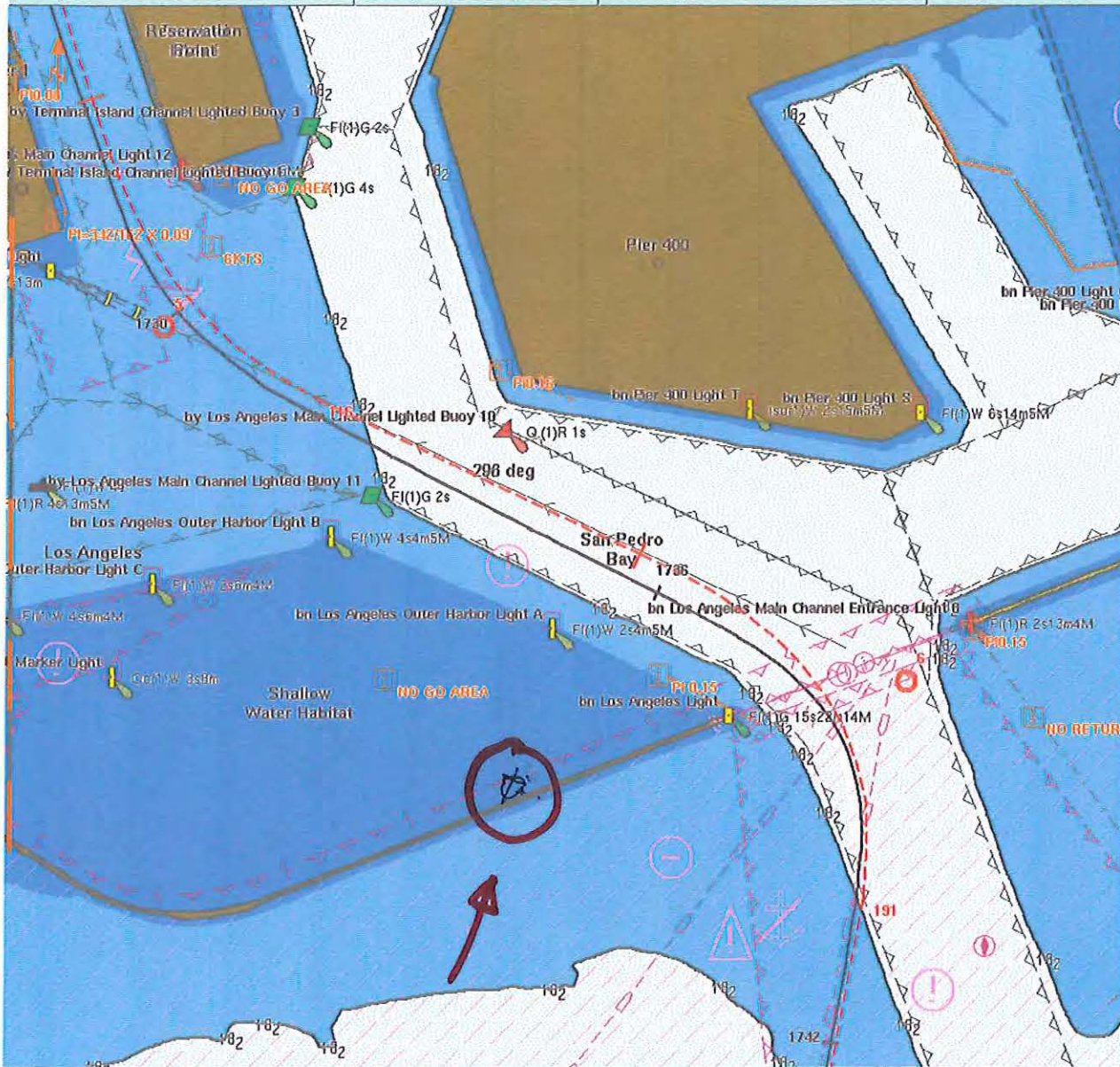
Dated the 4 day of JAN., 2017 Signed [REDACTED]

While pulling out of San Pedro, LA harbor there was a helicopter circling us while leaving. Just as we got to the end of the jetty ^(Breakwater) & the pilot boat was on the starboard. We were on the monkey island and the helicopter was on the starboard side. The helicopter started to spin out of control & and went down into the water. It went down inside the harbor breakwater. There was no smoke or fire or movement.

I immediately went for a crew member.

call # [REDACTED]
Signed [REDACTED] Signature Witnessed By (Sign) [REDACTED]
Signature Witnessed By (Print) [REDACTED]

Lat	33:42.775 N Planning	Hdg	247.9° GYRO 2	Speed	20.3 kn DGPS 1	ENC [m]	Standard	Date	05.01.17 ZT	
Lon	118:15.382 N WGS84	ROT	> 0.4°/min	Course	247.7°	PLAN / TRUE		Time	06:37:44 ZT	



CHART

Track

Load...

Set System Track...

Cancel System Track

Time Schedule...

Select To-WPT...

Clear...

Edit...

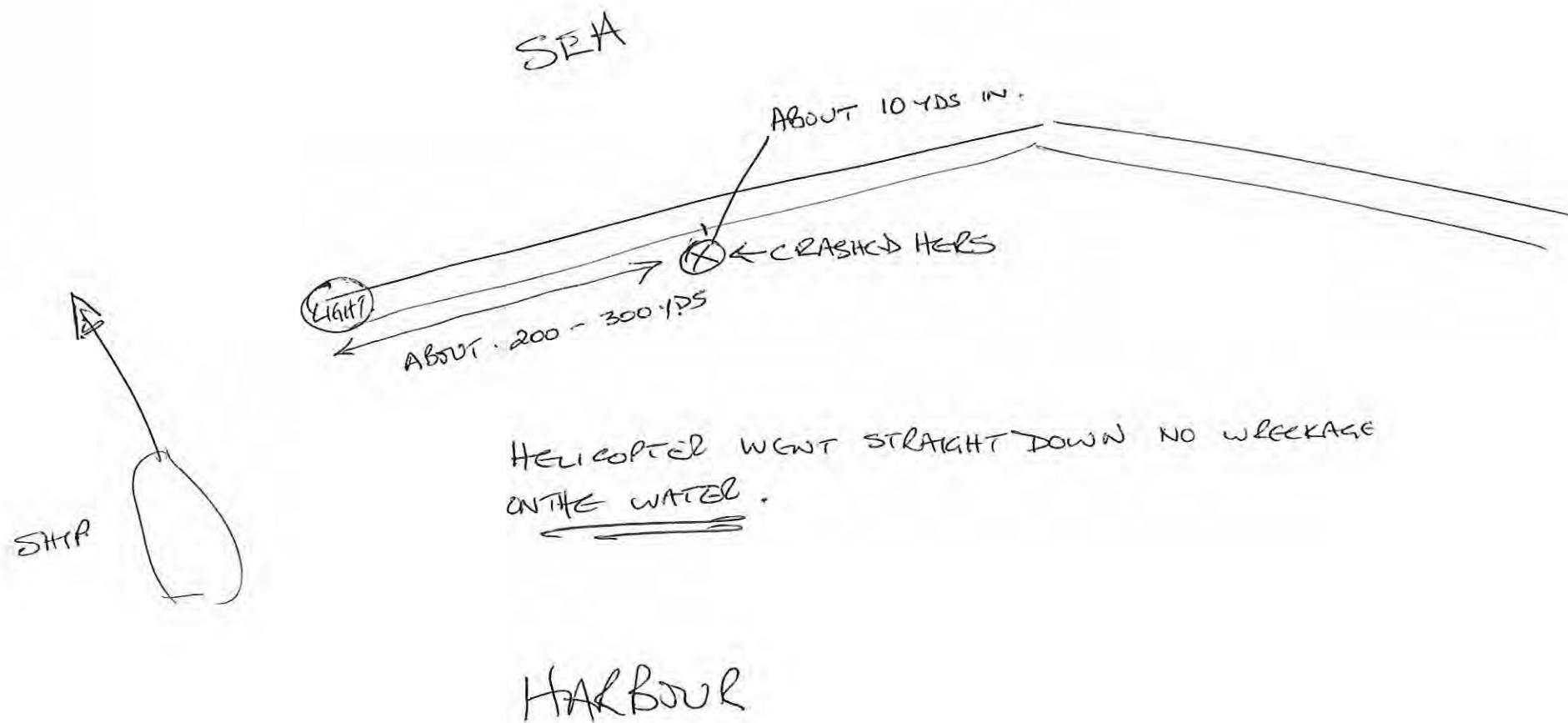
Delete...

Waypoint File...

Cursor		
Lat	33:42.616 N	244 NM
Lon	118:14.861 W	63.5 °

EBL1 Set CEN 0.75 NM Set Center VRM Std Disp Brightness Tree Menu

PAX
Cabin
MR



MR [REDACTED]

& CABIN [REDACTED]

STRAIGHT NO ~~WRECKAGE~~ ^{WRECKAGE}

Plagens Howard

From: eyewitnessreport
Sent: Monday, January 23, 2017 6:33 AM
To: Plagens Howard
Cc: Eckrote Debra; Hogenson Dennis
Subject: FW: January 4, 2017 helicopter crash in Los Angeles, CA (WPR17FA047)

FYI

Melba

From: [REDACTED]
Sent: Saturday, January 21, 2017 3:25 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: January 4, 2017 helicopter crash in Los Angeles, CA

To Whom It May Concern;

My name is [REDACTED]. I was a passenger on the Star Princess cruise ship that sailed from the Port of LA on Wednesday January 4th, 2017 at approximately 5pm local time. I was an eyewitness to the helicopter crash that killed two people at about 5:30 near the break wall as the ship was leaving port. I didn't know if you have or need an eyewitness report or if what I saw will help with your investigation, but when I returned home I called the NTSB and was told to email you at this address.

As you know, there was a helicopter that circling the ship while it was still docked. I thought at first that it might have been security because I also noticed the two escort boats with the blue flashing lights at about the same time.

As we were leaving the harbor I was on the top deck aft - starboard side of the ship. About one minute prior to the crash, my wife asked me if that light over the ocean was the helicopter. I said I believe it is. It was quite high; higher I thought than it had been when it was circling prior and it was quite a ways out over the ocean. I didn't pay it much attention, however less than a minute later I noticed the engine noise was getting quite loud, and that is when I looked that way and noticed that it was quite close. My first thought that it was getting too low and close to the ship to be legal.

I saw it for about 30 seconds or so before it crashed. It was straight across from me less than 500 feet above the water and coming straight toward us - not straight down but coming closer as it descended (maybe a 45 degree angle of descent). It was now just dark enough to make it difficult to see the helicopter, all you could see clearly were the lights. I noticed the spinning lights and momentarily thought the helicopter was doing some kind of cool lighting display. It took me a couple seconds to realize that it was not a display but was the helicopter spinning and in trouble. If you were looking down from above the helicopter, it was spinning in a counterclockwise direction - I would estimate one rotation every 5 seconds. I saw it spin about 5 or 6 times before it hit the water. The tail light (if the tail light is solid white) was about 1 to 2 feet below the other lights. I would estimate it was descending about at a rate of about 20 feet per second. I looked like it was going to hit the break wall but was descending slow enough that even if they hit the wall they would be okay. However it missed the wall and went into the water about 10 feet from the wall (although it was

close enough that the tail may have hit the wall). It went into the water, making little sound, and sank immediately. I was thinking they were close enough to the wall that submerged rocks along the wall would support the aircraft and keep it from sinking. However in less than 5 seconds it was completely underwater. I could see the lights only for about 2 or 3 seconds after they were submerged. I still thought they hit slow enough that they would be able to exit while in the water; unfortunately that didn't happen.

This happened about 150 to 200 yards or so from the lighthouse at the end of the break wall (on the inside - harbor side - of the wall). When it hit the water my first thought was that the escort boat with the blue flashing lights (the one off the starboard side of the bow) would break off and go to rescue them, but it proceeded as if they didn't see it. It crashed less than 200 yards from that boat. At the time of the crash the escort boat was almost to the lighthouse and about 30 seconds after the crash the escort boat stopped right at the entrance of the harbor (by the lighthouse). However it never moved for about 2 - 3 minutes (seemed like an eternity) when it finally did turn and proceeded towards the crash site.

I hope this helps. Should you have any questions or clarifications, please do not hesitate to contact me.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
cell: [REDACTED]
email: [REDACTED]