

From: [REDACTED]
Subject: Re: Another Flight/Accident Question (WPR17FA146)
Date: Tuesday, August 1, 2017 10:47:16 PM

OK odd request since it wasn't a factor in the accident.

4 Point seat belt secured, adjusted and checked. Any excess strap after adjustment is tucked under the lap belt to keep from flapping in the wind. As stated in the Statement of Accident I sent previously:

As we slowly descended Bill brought the aircraft closer to the shoreline in preparation for a water landing. We both undid the lap buckles of our 4 point harness and kept the shoulder straps to minimize issues exiting the aircraft in a water landing.

After it was evident that we would not make it past Mugu Rock we made sure to undo our lap belts but keep the shoulder harness on since the aircraft would probably decelerate abruptly when the mains contacted the water in addition to pitching forward since the engine is above us. We wanted to have the least amount of issues exiting the aircraft and reaching the surface.

Keith

On 8/1/2017 2:03 PM, Huhn Michael wrote:

Hi Keith

Can you please provide me with any recollections of your procedures re the seat belts (particularly wrt checking/stowing to prevent control interference) before and during the flight, and also following the power loss?

Thanks

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]

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