



RECORD OF CONVERSATION

Date: October 27, 2017

Time: 1415 – 1435 pdt

Person Contacted: Tanner Griffin (surviving passenger)

Subject: WPR18FA016 N8537J, Robinson R22 Alpha, Arlington, WA 10/24/2017

On October 27, 2017, at about 1415 Pacific daylight time, the NTSB IIC conducted a telephone interview of the surviving passenger, Tanner Griffin. Mr. Griffin revealed the following account of the event to the best of his knowledge during the interview:

Mr. Griffin stated that he was not a relative of the pilot, Mr. Stark, but rather an acquaintance.

He arrived at Mr. Stark's residence about 1200 PDT on the day of the accident, after which there was discussion about getting a ride in the accident helicopter, but only if the weather was good. When Mr. Stark assessed that the weather was fine, he stated that they would be going over to the Arlington Airport to get some fuel. The pilot then went out, looked over the helicopter, and prepared for the flight.

Mr. Griffin said that after both he and the pilot strapped in with their seat belts and shoulder harnesses, Mr. Stark started the engine, let it warm up, then took off. He said that Mr. Stark circled his residence, and then came to a hover close to where they had departed from and in front of his wife, where she took some picture of them before giving them a thumbs up. Mr. Griffin opined that Mr. Stark then proceeded away from his residence and headed off around some trees for a little lake. Approaching the lake, the pilot dipped down close to the water "...where he

hovered while I was taking some picture.” Mr. Griffin said that at this time the helicopter dipped to the right, followed by the main rotor blade hitting the water, “...which took us in.” He said the helicopter then listed on its right side before beginning to sink, at which time he was almost immediately in the water. Mr. Griffin stated the he unbuckled his seat belt and shoulder harness, crawled through the left door, and then got back up to the surface of the water. He then saw the pilot come up to the surface, followed by the pilot saying he could not swim. Mr. Griffin revealed that he then rendered assistance to the pilot by trying to tow him to shore, but it was too far and he had to let go. Subsequently, he swam to a log and was able to hold on to it until a first responder, a local resident, approached with his small boat. He said he was able to get in the boat with the responder, and that the pilot was strapped on to the boat until they reached the shoreline, which is when they started CPR on the pilot. He concluded by saying that at no time did he recall the pilot being under water for any extended period of time.

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