



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: May 23, 2019
Person Contacted: Scott Alan Johannes, [REDACTED]
NTSB Accident Number: WPR19FA152

Present:

Elliott Simpson, NTSB
Peter Basile, Textron Aviation
Mrs. Johannes

Narrative:

- Mr. Johannes has owned N5457X since 2012. He has previously owned a Cessna 185 float plane and a Scout. The Cessna 185 was involved in an accident in 2011, while he was the pilot. The airplane lost power, and he performed a forced landing into the sea, and due to large swells, the airplane sustained substantial damage.
- He has about 1,000 hours of total flight experience, about 400 of which took place in N5457X.
- N5457X had just come out of its annual inspection about one week prior to the accident. He had flown it twice since then both times on the day prior to the accident, and landed four times on water during those flights. Those flights were uneventful.
- The airplane had not undergone any modification to the floats or landing gear system.
- On the day of the accident, he took the airplane out of the hangar earlier than usual and performed a thorough preflight inspection. The inspection was more detailed because it was the start of the flying season, and he was savoring the extra time he had to spend with the airplane.
- Mr. Johannes was acquainted with the two passengers through his wife, who works at a non-profit that both passengers were affiliated with. Mr. Johannes had flown with them both before in the accident airplane about two years prior, on a similar sightseeing flight.
- The plan for the day was to depart Wasilla and fly toward Prince William Sound, then land in Cascade Bay and look at the waterfall.

- Both passengers arrived and they boarded the airplane, and took off about 1210. The passenger who was fatally injured was seated in the front right seat, and was utilizing the four-point harness. The other passenger was in the rear seat, which was equipped with a lap belt, that the passenger was using.
- Takeoff and climbout was normal. Mr. Johannes usually uses his takeoff checklist. He did not recall specifically using the checklist on this occasion, but one of the call-out items was to set the flaps to zero, and they were zero during the cruise portion of the flight, so he assumes he followed the checklist.
- Cruise was uneventful, but he noted that both passengers were talking continuously from the time of entry into the airplane all the way through to the accident.
- He prepared for a landing to the west, with the intention of then taxiing through Cascade Bay toward the waterfall. This time he recalled performing the landing checklist, and referring to the checklist directly. He typically checks the landing gear position lights, but could not recall seeing the position on this occasion, and surmised that he likely skipped over that check as he was distracted by the conversations taking place in the cabin.
- They arrived about 1300, and the landing approach was normal, and the water was a little rough, so he planned to land slightly faster than normal.
- As soon as the floats touched the water surface, he felt a bump, and then it felt like a bomb had exploded. The next thing he knew he was upside down and the airplane was rapidly filling with water.
- While underwater he tried to work out which way was up and reached up to the light, but came up against the windshield. He then tried to open the door but could not find the handle. He then put his shoulder up against the window bubble and forced it out. He tried to get out, but his harness was still attached. He released it then swam to the surface.
- He then went back to get the passenger from the rear seat, and he was able to help him out.
- He then went back to try to release the passenger from the front right seat, but he appeared to already be unconscious. He eventually released him from the airplane, and although he still could not find the door handle, he eventually got him to the surface, but he never regained consciousness.
- The airplane was equipped with a landing gear audio advisory system, however, it always triggered either during or shortly after touchdown, once the airplane had reached a speed of about 50 mph. He thought this was normal, and had questioned someone when he purchased the airplane why this was the case. He recalled being told that the unit was not adjustable. At this point during the interview Mrs. Johannes interjected that she had always found it odd that the alert was issued after landing, and she had questioned what purpose it served.