



RECORD OF EMAIL

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: November 22, 2020
Person Contacted: Mr. Ryan Maxfield (Witness)
NTSB Accident Number: WPR21FA045

Narrative:

I also attached a photo of our approach from the Northwest. [See below] Photo was taken about 10am PST, water seen is Lone Lake as we head east to enter the left pattern for 34.

Pre-crash background:

As a student pilot, flew with instructor from W10 – 38W – KBLI – W10, landing at 10:24am PST. During stop and go at KBLI, N34633 was heard on radio talking with tower regarding their flight plan. When returning to W10, there was a mist rising from the trees that made finding the field in the tree break slightly more difficult than normal. Conditions at KPAE were VFR and were the same at W10. Knowing the traffic pattern and surrounding area, I was able to view the runway tree break, entering from a 45 for a standard left pattern. After landing on runway 34, taxied to hangars at Northwest corner of W10. After engine shutdown, debriefed with flight instructor, instructor left, and I was about to push airplane into hangar.

Crash:

Standing at northwest corner of W10, there was a tail dragger pulling onto runway 16 to takeoff. Watching the tail dragger take off, plane lifted off runway about mid-field and continued runway heading. As the tail dragger rose above the trees, I noticed another airplane (N34633) passing over mid-field heading West to East. While well above the trees when first seeing plane (at or below pattern altitude), it surprised me with the tail dragger just taking off. N34633 continued just East of W10 before making a left turn to a Northwest heading. After making the left turn, N34633 began “porpoising,” continuously nosing up, down, up down. As N34633 passed over the field still on a Northwest heading above the trees, I noticed the propeller was not rotating. Propeller was positioned 45 degrees up to the pilot side of airplane. There were no audible engine sounds. After passing over the field on its Northwest heading, the left wing dropped bringing the plane “belly up” to my position as it spun nose first towards the ground. As the plane went nose down, N34633 went out of sight blocked by the trees and side of hangars.

Followed by noise created by impacting ground ~150' south of Northwest Hangars 20' inside the tree line.

After crash:

Upon hearing crash sound, pulled out cellphone, dialed 911 (11:45am PST), and began running towards crash location. Getting closer to the crash scene, Airport owner and two other people came out of the tree line South of the crash location (closer than my current position). As they entered the crash scene, I moved East towards the runway to get a better connection with emergency services. Airport owner reported two people were in N34633, no response. There was no smoke, no visible fuel spill, no smell of burning. Due to the crash location and plane position, there was no way to access inside the airplane before emergency services arrived. Emergency services arrived, attempted resuscitation as possible, and declared two fatalities.

-Ryan



Figure 1: A photo of the witness's approach from the Northwest. Photo was taken about 10am PST, water seen is Lone Lake as we head east to enter the left pattern for 34.

END.

Submitted by: Samantha Link