



Memorandum for Record

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR21LA061
Aircraft Registration & Make/Model: N1444V / Cessna 172
Accident Location: Cape Falcon, OR.
Accident Date: November 7, 2020

Victoria Delshire
Witness

In a telephone interview with the witness, she reported that she was at the end of a trail at Cape Falcon taking photo's when she saw an airplane. she described it as a Cessna 172 or 182. She also said that it was a high wing, single engine airplane. She said the airplane was coming from the south at about 1500 feet. She said that the engine sounded good, and it appeared to be cruising. She noticed that it kept going lower and it appeared to be under control. She said that it then crashed into the ocean at Falcon Rock. She said that it hit belly first, then the nose, and then the left wing, as she could then see the underside of the right wing. She said a big wave came over the airplane and it was gone. She said that there was no abrupt change it attitude. She called 911 and reported it and stayed on the phone to help guide the emergency responders to the site. She said that it appeared that the pilot was either incapacitated or committed to the act.

The witness provided a google earth image showing an overhead and profile view of the estimated flight path of the airplane. (See figures1 and 2.)



Figure 1. Photo provided by witness showing the estimated flight path of the airplane.

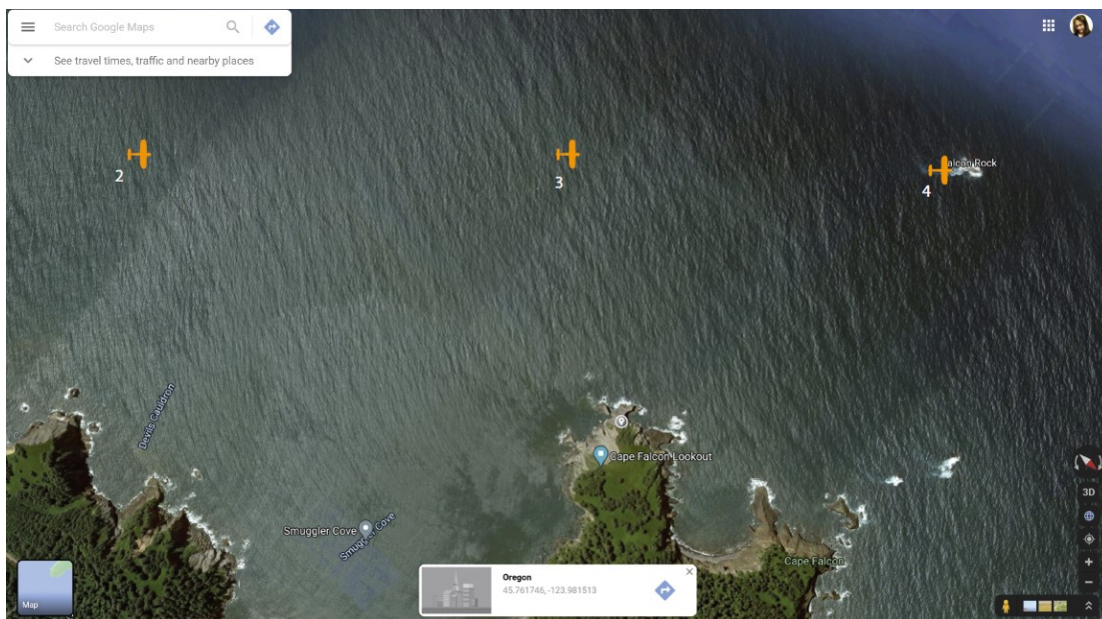


Figure 2. Photo provided by the witness, showing the flight path of the airplane.

Witness Statement: Victoria Delshire

My statement of events witnessed on 7-Nov-2020

My statement details the events seen at the time. My thoughts within the statement will be detailed with parentheses that either occurred during the event or afterwards. Times are local. Referenced photos from my camera have exif data that does not have DST on, so they are 1 hr behind. Photos referenced from my phone are time accurate. Bracketed numbers represent callouts to evidence in photos within this document. Original photos are provided externally from this document also. I do not have time stamps other than what is in my photos or called out. I assume time stamps can be had from the 911 calls and other sources to corroborate. I have supplied high resolution Sony raw photos of the crash site immediately after the incident.

Location and weather description:

Visibility >10 miles. Winds were coming from NNW with occasional strong gusts, specific speeds unknown at the time. I was mostly sheltered from the wind from my position as the cliff face was to my right and altered the wind. Waves were approximately 9-14ft in height at breaking. Seas were very rough.

Statement:

At approximately 16:00 I witnessed a single engine fixed wing aircraft flying from the south and enter the area known as Smuggler Cove. I saw it approach from what could be approximated as ~1500ft in altitude with a Northerly heading. I was ~1200m from the aircraft at the time. My position was at the tip of Cape Falcon facing West [1]. From this vantage point and distance, I was able to witness the aircraft's flight with detail and hear the engine very well. I was watching the aircraft as it entered the Smuggler Cove area [2-2] and waved at the aircraft. I continued to watch the aircraft to determine the type and enjoy the watching the flight (I thought the aircraft was a Cessna 182 due to the tricycle landing gear, was not sure though). I saw that the aircraft was starting to slowly reduce in altitude as it flew closer to my position (I thought they maybe wanted to look closer at the Cape and the rock coast). I continued to watch the flight and the aircraft appeared to be in controlled flight in its descent and the engine rpm was consistent with cruising flight sound. I noticed the aircraft descend below my horizon vantage and started to wonder how close they were going to get [2-3]. At this point I realized that the aircraft was continuing to descend lower and was getting concerned about their altitude. It was at this point that I saw the aircraft strike the ocean [2-4] just before the peaks of Falcon Rock. The aircraft struck the ocean surface belly first with the landing gear hitting the water and the nose struck about ½ a second later with the aircraft pivoting to the left with the left tip of the wing entering the water [3]. At this point in time a large wave broke across Falcon Rock and with the aircrafts splashing wave the aircraft was no longer visible. I immediately called 911 after yelling to my partner once, "I just saw a plane crash into the water!".

At this point I was on the phone with a 911 operator explaining that a plane crashed and that the Coast Guard needs to come out immediately. I know she grabbed my GPS coordinates and patched the USCG

in on the call. They said that the Helicopter was on the way and would arrive in ~30 minutes. I was asked to stay in the area and call back if I saw wreckage or more information could be given. I then started to use my camera to take zoomed in (200mm) shots to see if any wreckage or people could be seen. Meanwhile, my partner backtracked along the trail to tell any other hikers how to help direct the Fire/Rescue crew that would be heading in.

When the USCG helicopter arrived, they came from the North and continued to fly over the crash site and continue south along the aircraft's flight path. I waved at them in the direction of Falcon Rock. I was wearing an orange breaker jacket so I was likely visible to the helicopter. The helicopter continued South past Smuggler Cove and past Manzanita, OR. I immediately called 911 again as I figured the coordinates were accurate enough. I spoke to the same 911 operator and she patched me into the same USCG petty officer {Ryan} and I told him that the helicopter was too far south and that they need to come back North. I was told at this time that they were following the current looking for wreckage, since it was a strong southern current.

My partner and I started to head back on the trail to meet up with local Fire/Rescue. We encountered them a couple minutes away from the sighting point, and I went back with them to my last position to explain everything I saw from there. After they took my statement, my partner and I headed down the trail back to our car. This concludes my statement.

I did take a screen shot of the Flightradar app during my historical search for flights in the area to determine more information about the aircraft and flight registration. This has been shared in the reference files.

Victoria Delshire

Vancouver, WA 98685

[REDACTED]

[REDACTED]