



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher:

The following is a summary of conversation:

JO MURPHY (PILOT'S MOTHER)

Ms. Murphy stated that the pilot was in contact with her during the flight. The pilot was communicating with her over text messages. He relayed to her that he left Ketchikan with 57 gallons of fuel on board (the airplane was equipped with long-range fuel tanks). At 1527 he stated that he had had severe headwinds and his fuel was running low stating that he may have to land in Canada. At 1543 he indicated that he had to skirt around clouds and the airplane would be running on fumes when he landed at Port Angeles, Washington. At 1604 he stated that the GPS indicated he had 29 minutes remaining of fuel but because of the headwinds that number kept changing. His airspeed would oscillate from 90 to 60 kts and there were numerous clouds throughout the flight. At 1634 he stated that he was extremely low on fuel and that he was dismayed that the last stretch of the flight was overwater. He sent a picture to her at 1638 with no other information.

Ms. Murphy further stated that the logbooks were onboard the airplane. She stated that there were no mechanical issues and she thought the accident was a result of fuel exhaustion.

JOSHUA MARTIN (AERO SERVICE FUELING)

-Do you know approximately how much fuel was added into the tanks? **No. The fuelers advised they did not observe the meter during the transition from the main tanks to the aux tank in the fuselage.**

-Can you recall how big the "tank" was inside the passenger compartment (like a gas can)? **The fuelers advised they did not observe the capacity of the aux tank. The aircraft departed SIT at approximately 1:50PM AKST on 1/25 and arrived at KTN at approximately 3:31PM AKST. I calculated the total distance at 159nm and a total flight time of 1.68 hours (based on data from Flightaware). At a fuel consumption rate of approximately 9.6 gal/hr the flight would have used approximately 16.1 gallons. The aircraft was topped off the following day and took a total of 31.9 gallons which would indicate the aux tank capacity was approximately 15 gallons. Video surveillance of the SIT fueling operation confirmed that no fuel was added to the aux tank in the fuselage.**

-Do you know if fuel already in the "tank" inside the airplane? **Unknown**

-Did the pilot say where he was planning to land next? **Per the attached statement, the pilot mentioned "Washington"**

-Did he say anything else? **No additional conversation noted.**

Zoë Keliher
Air Safety Investigator
Western Pacific Region

FUELERS

I Antonio Caparas assisted Allan Pablo in fueling N9114A, I passed him the fuel nozzle once he had climbed the ladder and retrieved it from him before he climbed down. When Allan was done fueling both wing tanks he gave the hose to the pilot who fueled a tank inside the plane.

I did not note anything abnormal during the fueling process.

I spoke to the pilot of N9114A (Sean Hayes) while he was paying his bill at the front counter of aero services, during the conversation I asked where he was coming from and where he was heading. He said he was coming from Kodiak and spent the night in Ketchikan waiting for weather to make his way to Washington, he never mentioned what airport he would be flying to. We continued to talk for 5 to 10 minutes of small talk while his plane was being fueled. After his plane was fueled he paid his bill and left around 9:30 AM.

I Allan Pablo fueled N9114A the morning of 1/26/2021 prior to their departure from Ketchikan, per the pilots request I topped off both wing tanks of the aircraft while Antonio Caparas assisted me in holding the hose. I then passed the fuel nozzle to the pilot who proceeded to pump fuel into a tank inside the aircraft passenger compartment. Total fuel pumped was 31.9 gallons.

Nothing abnormal was noted during the fueling operation and the aircraft departed without issue at approximately 0915 local time.

THOMAS PETERSON (WS DEPARTMENT OF TRANSPORTATION)

The National SAR plan divides up SAR responsibility between the USCG (for navigable waterways and 12 miles of shore) and the USAF for the Inland Region (CONUS). Alert Notifications (ALNOTS) which initiate SAR resources to respond for aircraft in trouble or missing/overdue can be initiated by a ARTCC or the USAF Rescue Coordination Center (AFRCC). Criteria for establishing an ALNOT is aircraft is more than 1 hour overdue, family concern, or signs of distress such as a Mayday call, 7700 squawk, or loss of communications and radar contact with ATC.

My involvement as the Washington State Aviation SAR Coordinator during normal circumstances, usually starts with a ELT report or ALNOT from the AFRCC. Sometimes I receive notification through the State Emergency Operations Center (SEOC) because a local jurisdiction received a 911 call from a witness or family member about a missing or overdue aircraft and forwarded the information to them. The AFRCC receives alerts from the various ARTCCs as well as the Flight Service Stations, who would then contact the SEOC to contact my organization. There is a MOU between AFRCC and Washington State that outlines this relationship.

The ARTCCs and FSSs have extensive contact information for contacting local authorities for aviation emergencies and usually make contact with them as an emergency unfolds. This emergent SAR initiation can make sense in most circumstances and tends to bypass the established SAR system as outlined above. In the case of the N9114A, immediate contact of the USCG and Canadian CG was prudent because they have the appropriate resources and were proximal to the last know position of the aircraft. Clallam County also has a close working relationship with the local USCG station at Ediz Hook. The reported call by pilots to 911 who heard the Mayday call was within the authority of Clallam County to initiate SAR actions because they believed the subject aircraft was within the boundaries of their jurisdiction. This is an area where the state's SAR responsibilities overlap between Air SAR and local authorities.

I do not have answers to most of your questions because I was not directly involved in the operation. I can however provide you with contact information to get you started.

The USCG has given me SAR logs in the past when we had a joint case. I would start with the District 13 Command Center at 206-220-7001. The number for the USCG Port Angeles Station is 360-417-5840.

The Rescue Coordination Center Victoria is also very helpful and would have information on their part. 250-413-8933

The AFRCC has a highly skilled Radar Forensics team available through the Civil Air Patrol. They more than likely have tracks you can request. Dan Conely is the Chief of Operations there and can help you with obtaining that info. Office 850-283-5688, Cell [REDACTED]

Clallam County Dispatch will more than likely provide comm logs at your request: 360-417-2459

There were also some social media posts on a Facebook group called Flights Above the Pacific NW (FATPAW) where people posted about hearing or having contact with the subject aircraft.
<https://www.facebook.com/groups/FATPNW/>

I hope this helps you get what you need. Unfortunately I was not as involved as I usually am because of how this transpired and the location.

Tom