

Eleazar Nepomuceno
Aviation Accident Investigator
Office of Aviation Safety - Western Pacific Region

Date: 10/25/2021
Subject: WPR22FA021, Witness statement
Contact: Richard Humphreys, Friend of pilot

The following is a synopsis of the information provided by Richard Humphreys in a telephone conversation on 10/25/2021 at 1000 PDT:

Mr. Humphreys is close friend of the accident pilot. He stated that on October 19, 2021, the accident pilot departed Sequim Valley Airport (W28), Sequim, Washington about 1000 PDT for Haigh Field Airport (O37), in Orland, California. He added that the pilot stopped at Sanderson Field Airport (KSHN) in Shelton, Washington for fuel. The pilot then departed and stopped at Independence State Airport; the pilot fueled and stopped at the EAA clubhouse, where he requested to borrow a battery charger. He charged the airplane's battery and departed about 1500 for Ashland Municipal Airport (S03) in Ashland, Oregon. The pilot landed at S03, stayed the night, and departed on October 20, 2021. Prior to leaving S03, the pilot charged his battery for the flight to O37. He further reported that the pilot departed with a non-functional alternator and did not need to fly with it.

The following is a synopsis of the information provided in telephone conversation on 11/15/2021 at 1422:

Mr. Humphreys stated that he is the executor of the will and will inquire about the recovery of the airplane in the spring/summer timeframe due to the winter weather.

The following is a synopsis of the information provided in a telephone conversation of 07/23/2022 at 1330:

Mr. Humphreys stated that plans for the recovery of the airplane had not taken place.

The following is a synopsis of the information provided in a telephone conversation of 05/15/2023 at 1030:

Mr. Humphreys stated that the recovery of the airplane will not take place.



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Date: 10/28/2021

Subject: WPR22LA021, Phone Interview

Contact: Brandon O'Brien, Powerline Manager

The following is a synopsis of the information provided by Brandon Obrien in an interview on 10/28/2021 about 1430 PDT:

Mr. Obrien was working near the peak of Mt. Bradley on 10/20/2021, the day of the accident. He reported that there was a fog layer to the top of the mountain and estimated that there was a 200 ft visibility. About 1100 to 1200 PDT, he heard a low-level airplane flying; he added that the engine sounded as if it was running. However, he did not hear the airplane impact terrain. He further reported that the fog was present for most of the morning through the early afternoon.



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Date: 10/24/2021
Subject: WPR22LA021, Witness statement
Contact: David Ullman, Witness

The following is the information provided by David Ullman in an email on October 24, 2021, about 2032 PDT:

On or about Oct 19th, William Bushling stopped at the EAA292 clubhouse (Independence, Oregon, 7S5) on his way south in his spectacular [Cessna] 150 because his alternator had died. Vincent Homer helped him charge his battery and we both repeatedly offered to find him an alternator figuring someone on the airpark at 7S5 had one that would work in a 150. He refused all help. When we showed concern for him flying over the mountains on a battery alone, with his EFIS off to save power, he blew us off.

I believe this may account for why he crashed on Bradley Peak in Northern Ca the next day. <https://kobi5.com/news/man-claims-to-have-found-missing-plane-siskiyou-county-sheriffs-office-says-171443/>

The following is a synopsis of the information provided by David Ullman in a telephone conversation on October 25, 2021, about 1445 PDT:

The witness reported that the pilot refused the help offered to replace the alternator and was told by the pilot that it would take too much time to replace the alternator. The witness added that it seemed to him that the pilot had a "get-home-itis" demeanor.

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Date: 11/2/2021

Subject: WPR22LA021, Witness statement

Contact: Tina Bushling, girlfriend

The following is a synopsis of the information provided by Tina Bushling in a telephone conversation on 11/2/2021:

The accident flight was the return flight home after the pilot was visiting his friend, Richard, his best friend, who was diagnosed with cancer. The pilot was at Richard's place in Washington to help evaluate his properties, complete any other projects, to help get his "last days going". Richard decided not to finish cancer treatment and wanted to spend quality time with his best friend. The pilot was the executor of Richard's will and might need to move to WA to help take care of Richard's wife.

Bill decided to stay a week since he only had a week's worth of medicine. He was to fly on Saturday, October 16th but the weather forecast was not ideal, so he departed October 19th. She added that the accident pilot was anxious to get home.

There was no communication until the pilot arrived in Ashland. Richard's wife told her that the pilot might have had an allergic reaction to food and was not sure if he took medicine like Benadryl.

The witness added that the pilot usually stops near Cottage Grove, Oregon for aviation gas, and usually visits the witness' kids. In Salem, the pilot checked the oil, refueled, and departed for his next leg of the trip. She added that the pilot seemed frustrated with the airplane and might have had some troubles with his gas gauge.

Once the pilot landed at Ashland, a mechanic stored airplane and the pilot stayed the night. In the morning, she stated that the pilot fueled the plane and

departed about 0940 for his final leg to Orland, CA. She added that the pilot did ask about the weather, and she stated that the airport in Orland had blue skies with "puffy clouds", to include "blowing winds. The witness stated that an hour after their conversation, about 1100, the clouds turned grey, and the winds increase in the valley. Shortly after, she called the pilot's cellphone, but he did not answer or return her call.

She was worried and remembered that he told her years ago, that he had flown in bad weather to just learn how to fly in bad weather.



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Date: 11/5/2021

Subject: WPR22FA021, Witness Interview

Contact: Desere Pickle, Next of Kin

The witness reported that the accident pilot's best friend, Richard Humphreys, was the executor of the pilot's will. She stated that the executor told her that he had found the "flight logs" and had them in his possession, but that he destroyed them. She added that he also requested an expedited cremation on the pilot's remains before any tests or an autopsy could be completed. She stated that she was worried that the airplane would not be recovered for a follow-up examination.