

June 16, 2022

To Whom It May Concern,

On Saturday June 11, 2022 I had a former Navy buddy, Bob, visiting from Rhode Island and staying with us. Bob and I had originally planned on spending the day in Friday Harbor with my wife. After obtaining several weather briefings, both the day before and the day of, I questioned the weather in the North Sound and decided to cancel the flight. Later in the day, the forecast improved, but our flying window had already shortened significantly.

I decided to plan a local-area flight to do some Seattle area sightseeing in the air (flight seeing). I planned a flight that would take us from the Auburn airport over Northeast Tacoma, Vashon Island, the Bremerton area (as this is where my friend and I were stationed together), the Seattle harbor over Elliot Bay, Puget Sound, Lake Washington, Lake Sammamish, and then returning to our home airport of Auburn, WA. I estimated that this flight would take a little over an hour. I planned a cruise power setting of 19 inches manifold pressure and 2200 RPMs to be able to maintain a reasonable speed for flight seeing. I obtained a final weather briefing while at home through ForeFlight. In the briefing, I became aware of a TFR over downtown Seattle that was going to go into effect at 6:10 PM. I knew this would have an impact on my flight plan, so we decided to takeoff earlier. There were no weather advisories or Notams that would affect our flight.

While driving to the airport, I had a conversation with Bob about the seriousness of flight, emphasizing it is very unforgiving and I needed to put on my game face. Bob understood what I said, and his demeanor changed. After arriving at the airport, I began my normal preflight evolutions. I reviewed the aircraft use log to confirm the status of the fuel, and then I proceeded with my preflight duties, including visually confirming the fuel and adding a quart of oil. After pulling the aircraft out of the hanger, I conducted my preflight briefing with my passenger confirming what his duties would be and the operation of the door. As part of the passenger briefing, I also said, "In the event that we have an emergency and have to perform an off-field landing, open the door prior to impact." I got into the cabin, and after I was situated, I instructed the passenger to get into the cabin. After verifying the passenger was harnessed correctly, I asked the passenger to verify his seat was locked on the track and that in the event his seat slid back to NOT grab for the controls. I then sumped all four tanks through the drain system. After that,

I initiated the engine-start procedure. The passenger was shocked I was starting the engine with the door still open. I told him we would keep the door open until just before takeoff because it was over 70 degrees, and we would keep the door open until takeoff. Next I performed the pretaxi checklist procedure and taxied to the runup area associated with Runway 16, which was in use that afternoon. I then followed the checklist procedure and performed a runup. There were no anomalies. I then performed the pre-takeoff checklist for a zero-flap takeoff, verifying I was taking off on the left main tank. As we began to taxi to the hold-short line, the passenger reminded me the door was open. We ensured the door was closed while holding short of the hold-short line. A normal take off was then performed.

While on the climb out, the passenger informed me that he had heard a pop, and he thought the door had opened. I glanced over to my right and saw that the upper latch was still latched, but indeed, the lower latch had sprung open. I thanked him for pointing that out and told him we would be returning to the airport to properly secure the door. I performed a normal pattern, landed the aircraft, backtaxied, stopped on the taxiway and ensured the door was secure. We performed another normal takeoff and climb out and executed the aforementioned flight plan.

During the flight, I communicated with Boeing Tower to get clearance through their airspace to perform the harbor tour. I was able to fly two circuits around Elliot Bay when Boeing Field advised me the TFR was going to go into effect in three minutes. I thanked Boeing Field and advised them I was clear to the north. I continued to execute my flight plan and while overflying Lake Sammamish, I anticipated the end of the flight. After climbing to a higher altitude, I decided to switch to the fullest tank, which was my right main. I performed the procedure with no anomalies. This was the beginning of my prelanding procedure. Due to the speed of the airplane and complexity of the airspace I was about to fly through, I wanted to make sure I was ahead of airplane. I then obtained a clearance from Renton Tower to proceed southbound through their airspace, remaining one mile east of the 405.

After being released from Renton's airspace, I tuned to Auburn's CTAF and discovered that Runway 16 was still in use. I was planning for a straight-in landing, traffic permitting, as this would be a much more stabilized approach. I performed the prelanding checklist and extended the landing gear about five miles out. Once the gear was extended, I reduced my power below 15 inches of manifold pressure and began

slowing the aircraft, and, as part of my repetitive GUMPS litany, I slowly advanced the propeller lever forward. Shortly after I did this, I experienced a total loss of power.

At that point, I immediately reached down to switch fuel tanks. As soon as I switched to the left tank, I knew I was switching to the emptier tank and switched quickly back to the right. Almost simultaneously, the power came back up for a brief moment. After I realized the power was not coming back, I tried to perform the mental math of my position relative to Runway 16 and determined that due to the power lines at the north end of the field and the higher-than-normal descent path I would not be making the runway. I began a gentle lefthand descending turn toward one of the few open areas I had previously identified. I wanted to get the airplane away from any people or property. While flying directly to the open field, I made sure I maintained my defined minimal maneuvering speed and focused on the landing zone. I considered whether retract the landing gear back or maintain my current configuration. I was not able to determine the condition of the landing zone, so I decided to keep my current configuration. I realized that there were power lines in my flight path. While approaching the power lines on short final, I gently pulled back to ensure I would clear those lands. I then immediately pitched down to maintain airspeed.

The aircraft touched down, and while rolling on very bumpy terrain, proceeded down the field and hit an earthen berm that was approximately three feet high. This impact was quite violent and spun the aircraft counterclockwise 90 degrees from its flightpath. I secured the master switch and placed the fuel selector control to the off position. My passenger sat frozen in his seat, and I said, "Bob, you gotta open the door. We gotta get out of here." We then proceeded to egress the aircraft where I notified emergency services.

EMS and the police arrived. They evaluated my passenger and myself and determined we were stable and ambulatory. At this point, due to being in shock, I do not remember the exact sequence of events. I do know I visually check the fuel in the main tanks. I could not visually see fuel in the left main, but the right main had plenty of fuel. I spoke to the FAA, NTSB, my LLC partner/instructor/friend (Freddy), and my wife. Freddy and my wife had arrived at the crash scene. At one point, Freddy asked if I noticed the fuel pressure upon landing. Due to task saturation, I said, "No." I was seated in the cabin removing the radios (on NTSB advisement), and I knew I would not sleep if I didn't check the fuel pressure. I powered the aircraft up, put the fuel selector on the right main tank, and ran the electric fuel pump. The pump

cavitated for an extended period before the fuel pressure came up. During this time, I heard the landing gear motor continue to run, causing me to pull the breaker. At this point Freddy advised me that I should not change the configuration of the airplane and we shut the airplane down. We took the radios and went home for the night. I was uncomfortable leaving the airplane unsecured. I came back the next day and removed the GPS, compass, and audio panel. The aircraft did not appear to have been disturbed.

Post-accident, I was concerned about the chain of custody of the aircraft. It sat in a field surrounded by homeless camps for 48 hours. After recovery, it was placed in an open hanger. I hope these factors do not impede the investigation as I want to know the cause of the engine failure of the aircraft.

PLEASE DESCRIBE WHAT HAPPENED:

On Saturday, June 11th I flew as a passenger on Joseph Gryniuk's Piper Commanche airplane.

I met Joe in January of 1986 where we were stationed together at Puget Sound Naval Shipyard in Bremerton Washington.

In the 36 years since I've known him, and he had been flying when we met, this was the first time I went on a flight with him.

I arrived in Seattle on Thursday afternoon June 9th on United flight 2091 flying from O'Hare International Airport in Chicago.

I hadn't seen Joe since early Summer of 2021. On the 28th of June 2021 I picked him up in Boston and drove him out to Cape Cod where he co-piloted one of 3 aircraft from Massachusetts to Washington state.

The overall tenor of the trip since arriving was humorous and lighthearted even though the weather was horrendous with heavy rain most of the afternoon into the evening.

By Saturday it improved and the original plan was to take a trip to Friday Harbor but weather conditions were still far from ideal. Instead he filed a flight plan to fly around the Seattle area as well as the Port Orchard/Bremerton area.

Prior to leaving for Auburn airport he had me download and install the ForeFlight passenger app on my iPhone so I could get a copy of the flight plan we would be following after we landed.

During the drive to the airport he iterated the seriousness of both flying and being a passenger in a small aircraft and from that moment until landing would be all business.

The first thing I noticed him do upon arrival at the airplane is reviewing the logbook for several minutes.

Once he was finished with this he then removed a laminated placard and began checking the plane.

He opened 2 covers over each wing. Beneath these covers were caps which he unscrewed and then looked inside. In an orderly and methodical fashion, open cover, remove cap, look within, reinstall cap and close cover twice on each wing and on both wings, 4 covers and 4 caps.

He then opened another cover behind the airplane's propeller and removed a dipstick. Upon inspection of the dipstick he removed a quart of oil stored in the airplane, unscrewed the cap and added a quart of oil.

He left the bottle situated draining for several minutes while he cleaned portions of the exterior of the airplane.

Upon completion of cleaning, he removed the empty oil bottle, put the dipstick back and closed the cover behind the propeller.

He then brought the empty oil bottle to his vehicle and put the bottle in it.

I recall a few more items being checked but cannot remember specifically what they were.

He then began unpacking a bag he brought. 2 amplified headsets, 2 iPads, one full sized and one Mini.

Shortly after this he instructed me on how to enter the airplane stressing the importance of not standing or putting any weight on places where the words "No Step" appeared.

After clearing the chocks from the wheels he affixed a pulling device to the front wheel and we pulled the airplane from the hangar.

As the front seat passenger I was then instructed on how to unlock the door in the event of an emergency landing in order to be able to free the door so it wouldn't be jammed shut preventing our exit.

Once the plane was in position outside the hangar he entered and sat in the pilot's seat.

I then entered sitting in the front seat just to his right and buckled in. First I had to slip the shoulder strap through the seat buckle then click the seat buckle together.

After buckling in I then snugged the shoulder and seat straps.

He then paired his iPad with the onboard GPS.

We tested communication between the amplified headsets and stressed the importance of not interrupting or speaking while he was in communication and transmitting.

After this he started the engine and we headed north to the very end of the airstrip then turned left and stopped just before the runway.

He revved the engine and performed various checks on the placard manipulating instruments and controls both on the dash and below in between our seats.

We then proceeded on to the runway, accelerated and took off into the air.

A few minutes after taking off I heard a slight 'thud' just to my right and saw a gap less than an inch between the door and the airplane.

I immediately brought this to his attention. He turned his head sharply to his right and saw the door did pop open slightly.

We headed back towards Auburn airport and landed. After landing, we turned left off the end of the runway and proceeded down to end and stopped in the same place we were before takeoff.

After securing the door we took off again.

After we were in the air we flew towards the Port Orchard/Bremerton area.

From there we proceeded east flying towards Seattle and I recall hearing an advisory about a 'no fly zone' around the areas of the sports stadiums because a baseball game was about to start.

After flying around the city we headed north and flew past a cruise ship heading north.

We then turned east over the Redmond area.

Several times in flight he was in communications with different airports on the ground.

Also while in flight I saw him consult the same laminated placard he was reading on the ground at the hangar.

I did recall the 'handoff' from Redmond back to Auburn and remember thinking we would be landing soon.

With placard in hand I saw him reaching down near the floor between the seats during our approach to Auburn. After landing I had learned this was where the controls resided to switch from one fuel tank to another.

I was then getting ready to take video of the landing on my phone.

As we descended and the runway was visible at Auburn airport I heard him say through the headset "we have a problem."

I then put my phone away and sat still saying nothing.

He started pushing and pulling on controls towards the lower portion of the 'dash' and controls between the seats in the airplane and at one point remember him saying "come on baby!"

I think I then heard him say 'we're not going to make the runway.'

We then veered to our left and approached a grassy field.

As we touched down the ride was bumpy and we covered some distance before reaching a wall of dirt the length of the field about 3 feet high.

The force in which we impacted this dirt was quite violent and the amplified headset which I remember fitting quite snugly was thrown from my head.

The airplane had stopped and we were pointed in a northerly direction when we came to rest in the field.

Upon exiting the airplane shortly afterwards the city of Auburn police and EMTs arrived.

Neither of us were injured in the crash. While I don't recall all the vital signs taken specifically by the emergency medical personnel, I do remember my blood pressure was 140 and my heart rate was in the middle 90s.

Upon being cleared medically we then attended to the task of removing items of value from the airplane upon the advice of the Auburn police officer present.

After this began the logistics of getting the airplane removed from the field back to Auburn airport for NTSB's investigation.

(continue on back if necessary)



(SIGNATURE)

JUNE 17, 2022

(DATE)

Any person who, with intent to defraud or knowing that he is facilitating a fraud against an insurer, submits an application or files a claim containing a false or deceptive statement is guilty of insurance fraud.

June 23, 2022

Robert S. Barcellos



On Saturday, June 11th I flew as a passenger on Joseph Gryniuk's Piper Commanche airplane.

This was the first time I went on a flight with him and also my first time flying as a passenger in an airplane of this size.

Several times in flight he was in communications with different airports on the ground.

Also while in flight I saw him consult the same laminated placard he was reading on the ground prior to takeoff at the hangar.

I did recall the 'handoff' from Redmond back to Auburn and remember thinking we would be landing soon.

As we were approaching Auburn I remember him reciting items from the placard and verifying/rechecking these items repeatedly.

Landing gear indicated down, lights, prop and other items I don't recall specifically.

As soon as it became apparent that something was wrong just after he said 'we have a problem' the controls I could clearly see him moving resided in the lower center portion of the dash and just below his 'steering wheel.'

In addition to the controls on the dash I did notice him reaching down towards the floor between the 2 front seats but could not see what controls resided there.

Prior to taking off, after putting on our amplified headsets, he iterated that during portions of the flight when he would be in communication with airports in the area that I refrain from speaking into the headset microphone as anything spoken could be transmitted and 'chatter' between us be kept to a minimum while in communication with airports

When I first placed the headset on I do remember how snugly it fit. The significance of the fit bears mention because after landing in the grass field the force of impact with the berm of dirt towards the end of the field was sufficient to throw the headset off of me where it then fell on the floor by my feet.

Landing in this field along with the abrupt stop my only recollection was being able to exit the aircraft and stand on the ground somewhat shaken up while at the same time feeling lucky to land safely.

[REDACTED]

Robert S. Barcellos

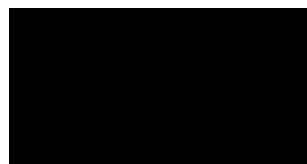
6/23/2022

Date

Additional N7482P NTSB questions 06/23/2022

1. Please explain in detail your fuel management plan for the accident flight.
 - a. **I planned on a one-hour flight with a conservative estimate of 15 gal/hr. The estimated fuel consumption for the power setting I'd planned to fly – 19.2 inches of manifold pressure and 2200 RPMs with mixture full rich – is published at less than 11.5 gal/hr. I checked the flight logs and saw who flew the plane last, and I saw the plane had been topped off on the previous flight in Port Angeles. I visually checked all tanks and they appeared to be equally full. I planned to takeoff and fly on one tank (left main) and land on the fullest (right main) tank.**
2. Why didn't you switch to another tank during the flight? It appears you were using one tank for most of the flight.
 - a. **I planned to switch to the best (right main) tank during the approach phase, prior to the prelanding checklist.**
3. Were the left and right main tanks the only ones selected in flight? If so did you start with the left tank and then switch to the right before landing?
 - a. **Yes, the left and right main tanks were the only ones selected in flight.**
 - b. **Yes, I started the flight with left main tank and switched to right main tank during my approach phase prior to the prelanding checklist.**
4. Was there any attempt to use the aux tanks during the flight?
 - a. **No**
5. What is your normal fuel management practice during flights?
 - a. **It is dependent on the length of the flight. On a short-area flight, I will fly on the main tanks. On a longer cross-country, I utilize all four tanks. I start by taking off on a main tank, I cycle through the aux tanks at cruise altitude, and I land on the opposite main tank from takeoff.**
6. How often would you switch tanks during cross country flights? Every 20 minutes, etc?
 - a. **Every 30 minutes, and I monitor the clock to know when I need to switch tanks.**
7. What items were moved after the aircraft came to a stop? Fuel levers etc...
 - a. **I turned the master switch and the fuel selector to off. As in my original statement, after being asked by my partner what the fuel pressure reading was on the final descent, I became intrigued by the notion and reactivated the master switch, selected my right main tank, and turned the fuel pump on. The pump cavedated for a significant period and eventually obtained proper pressure. Simultaneously, my partner informed me that I shouldn't be changing any switch or control configuration in the aircraft as it could impede the investigation. I immediately turned the boost pump and master switch off and put the fuel selector in the off position. After that, under the advisement of the NTSB, we removed the radios and navigational equipment from the aircraft.**
8. Does your passenger remember what you moved during the emergency landing?
 - a. **Not to my current knowledge. He has no experience in General Aviation aircraft. This was his first flight. I am querying him for another statement.**

***See attached statement, dated 6/24/2022 – (Passenger Updated statement 06-24-2022)**



Joseph J Gryniuk Jr.
06/24/2022