



Elliott Simpson
Senior Aviation Accident Investigation
Division

Date: January 8, 2023

Subject: WPR23FA083

Contact: Anna Vogelsberger - [REDACTED]

In an email dated January 8, 2023 Ms. Vogelsberger stated:

"To whom it may aid,

I am reaching out to give my witness report of the accident involving N814WT on 01/04/2023 around 2:55 MST in southern Utah. My residence is located roughly a mile from the site of the wreckage and I was home at the time. I became aware of the sounds of a low aircraft around 2:53 that continued for around two minutes nearly directly over my residence. When I realized how low the aircraft sounded I pulled up the app Flightradar24 and was able to locate an aircraft with the tail number N814WT nearly directly over my residence at a reported altitude of 7300 MSL. An altitude unusually low for the area and the terrain.

Shortly after identifying the aircraft I could hear and watch on the Flightradar24 the aircraft make a westward 180° turn. During this time I noted no significant changes in the pitch of the engines. Roughly a minute and a half after first hearing the aircraft I noted the engine sounds beginning to fade before becoming silent. At the time myself and other residents of my house did not hear any loud sounds or anything to suggest a crash or need to worry about the pilot.

Shortly after noting the silence I checked flight radar once again and the track of the aircraft seemed to have made a full circle before continuing northeast bound then stopping. The tracking stopping was not a cause for concern due to a known dead

spot north of the New Harmony valley where low flying aircraft will no longer track on Flightradar24.

At the time of the accident the ceiling was low no more than 200 or 300 feet above the last residence on my street. It was incredibly thick and completely obscured any view of the mountain from my residence. If there are any further questions please call me at

[REDACTED]

Thank you,

Anna Vogelsberger

Private pilot, Bachelors of Aviation"

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Date: January 7, 2023

Subject: WPR23FA083

Contact: Kristy Sofe (Pilot's Daughter) [REDACTED]

Although she is a pilot, she is not current, but often flies with her father in the right seat.

Her father started flying in the 1990's. The accident airplane was his third Seneca. He has always flown Piper aircraft and worked through the fleet. He had once owned a Piper Saratoga but switched to a Seneca after the JFK Jr. accident.

He was meticulous with in-flight preparation and is not a risk taker., and as such she was "blown away" by the circumstances of the accident flight. The airplane had a well-equipped avionics suite, including terrain warning, and weather and he routinely flew using the autopilot. She was not aware of any maintenance or mechanical issues with the airplane.

He flies frequently and has flown the accident route "hundreds" of times. He owns a house in St George and was there to check on the house and another construction project before he was heading out to a vacation in Hawaii with his wife on Tuesday the following week.

For the accident flight, she was not aware of any urgent reason for him to be back that day. He did not have any medical issues, but did have a doctor's appointment scheduled for the following Monday (January 9) for arthritis.

He does fly IFR and in inclement weather, but not often, and for such flights between Salt Lake and St George, he typically flies VFR direct. Before the flight earlier in the day, he had mentioned that there was a window in the weather before storms came through.

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Contact: Bill Underwood - [REDACTED]

Mr Underwood lives in Park City, UT, and owns a Beechcraft Bonanza.

He had flown from PHX earlier, and was trying get to Morgan UT, but the weather was bad, so he landed at St George (SGU) on Jan 2.

By Jan 4 the forecast was for VFR according to foreflight and weather forecasts, however after getting fuel and doing a preflight he was concerned about the low cloud levels to the north. He went back to the main terminal to check weather and Cedar City (CDC) was showing VFR, 3,500 ft ceilings.

He considered departing and flying towards the New Harmony area to see if he could travel through the pass but decided to cancel the flight because of the cloud cover. He could see two airplanes flying in the traffic pattern, doing touch and goes, and felt he was being a "wimp".

He drove instead, and as soon as he reached the pass at New Harmony about 1400, he was happy he made the decision to not fly. The pass was completely obscured with low clouds. Once he passed through to CDC the clouds lifted, and visibility was restored.

He felt the ceiling in Cedar City was consistent with VMC conditions.