



RECORD OF CONVERSATION

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Aviation Accident Investigator
Alaska Region

Date: September 18, 2015
Person Interviewed: John Furina
NTSB Accident Number: ANC15FA071

Narrative:

During a conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), John Furina, stated that he had flown for Rainbow King Lodge during the 2012, 2013, 2014, and 2015 fishing seasons. The first two summers were in N928RK before the turbine conversion. He stated that he not received any training in the airplane since the new turbine conversion, but that he had received training in the airplane before it was converted. He estimated he had about 500 hours in the turbine Otter.

He stated the Gus, Craig Augustynovich, posts the schedule every night. It details the destination, airplane, pilot, guests, guides, departure time, return time, and menu items. He said the schedule is decided by the weather and the type of fishing that the guests want to do. He stated that Gus and himself look at the weather and decide which fishing spots they go to. After checking the schedule he said he meets with the guides and they have a discussion about what gear they will need to take. He stated he told the guides to load the airplane that night, prior to their morning departure. Because the guides were experienced and this was a standard trip, he did not accompany them to load the airplane. He stated that the gear that was loaded into the airplane was not weighed. He said they had flown to the destination that they were going to the morning of the accident one time this season, but had been there many times before in previous years.

He stated that the morning of the accident he woke around 0430, looked at the weather, ate breakfast and went out to the airplane. He stated that the weather was about 10 miles visibility, with a thin or partial layer around 500-700 feet, overcast at 4000 feet. Because of the distance between the departure point and the destination, he also looked at the weather for Kodiak.

He left the lodge around 0515 that morning to begin pre-flighting the airplane. His preflight was routine and the same before every flight. He pumped the floats, checked the loading of the gear, cleaned the windows, completed the preflight checklist, and untied the front end. He stated that he filled the front and middle tanks, and that there was residual fuel in the aft tank. The flight to the fishing spot was about 45 min, which would make it a 1 hour 30 minute round trip, he said he had 3 hours of fuel on board.

He stated that the passengers arrived around 0600, unloaded and loaded the personal day packs of the passengers. He said he did not get any weights from the passengers. After everybody is loaded and belted in, he got in the airplane. In coordination with a guide, the start pack was hooked up and the airplane started. After unhooking the start pack the guide got in the airplane, closed the door and stored the start pack. The pilot stated that he made sure that the doors and windows were closed and items secured, and the passengers had their seatbelts on, he stated that they then sat for 5-10 minutes.

He stated that he could see all the way down the lake and could see the horizon, it was about 0615 when the van driver untied the airplane. After applying power and free floating on the water, he stated that he applied takeoff power, he checked his instruments, the engine was developing power and everything seemed fine. He stated they were headed right down the middle of the lake, he continued to accelerate. He stated that during takeoff after the airplane is up on the step he rotates "by feel", not by airspeed. After lifting off the controls felt normal and everything looked ok. He said he heard a thud/bang of the left side of the airplane. The airplane banked right, he made inputs to try and correct for the bank and regain control of the airplane. He stated that he was focused on flying the airplane and looking outside, it all went very fast, he doesn't know how long after he heard the noise until the impact. He stated the impact happened soon after becoming airborne, possible 20 seconds. He did not recall the airplane touching the water again after the initial rotation. He stated that he believed that the engine continued to make power. He did not notice any lights or anything on the control panel that indicated there was a problem. After the impact he turned off the master, he could not reach the fuel shutoff.

He stated that he did not know at what altitude he heard the thump. There was no vibration before the sound, but noticed that after the thump there was some type of vibration or shutter. He stated that he could not see any light, but could see the ridge line of the mountains.

He stated the he did not use the MaxVis system installed on the airplane. He stated that the floats were good and tight EDO floats. He said the he typically went to bed about 2000, and read for an hour or two before going to sleep. And typically woke at 0430 for 0600 departures. He had not experienced any change in his sleep pattern or quality of sleep. He stated the he had about 10,000 hours total time, about 225 hours in the past 90 days. His most current flight review was in April or May of 2014, when he received a helicopter rating.