

8/9/2016

JOHN M. Chaney



I was seated in the co-pilot's seat. We spent a longer time than usual warming up the engine. I also recall AMOS, the pilot mention he had measured distances and altitudes prior to take-off. As we began take off I was watching the GPS ground speed. We were also heading into a strong wind. ~~The~~ I looked at a ground speed of 28 mph and then saw the bank of the lake getting closer. It was apparent we were getting very close with ~~the~~ lift. The plane began to lift ~~as~~ it lifted we hit the bank of lake. ~~within the next thing~~ I felt a strong with one of the float. Within a few seconds we impacted the ground. Prior to leaving the location I check the bank of the lake and the ~~impact~~ initial impact was visible.

I was riding in the rear seat, port side.

On take off the flaps were proper position. I felt the Beaver pop over in the water as it built up speed. I relaxed once

the floats broke contact with the water, but seconds later I felt the first impact when a float hit the shore line. Immediately afterward there was big impact as the Beaver contacted the hull side and ~~came~~ slid to a stop.

Aug 9, 2018

From: [Tom McPherson](#)
To: [Gallo Mitchell](#)
Subject: Accident N95RC August 8 2016
Date: Friday, March 24, 2017 8:51:03 PM

Dear Sir,

I was a passenger along with my brother Bill on August 8, 2016. I was in the rear seat of the Beaver when we attempted to return to our lodge after a day of fishing. I became concerned on our take off run for it seemed it was taking way too long to get airborne. I was watching the floats as we made our take off run and saw them finally clear the water but seconds later I heard the crumpling of meta land thought this is not good but maybe we will be OK. I passed out and came to after the plane came to rest some 400 meters from the shore we had hit. I managed to get the port side pax door open and climbed out.

Happy to be alive.

Something was wrong with the seat restraints or attachment to the cabin floor, my chest hit the top of the seats in front of me, My chest was very sore and I had a fractured rib.

Another pilot offered to take us back to our lodge where ambulances were said to be waiting.

I was wearing waders as were all of the passengers plus we had the fish we had caught that day.

This was not our first experience in Beaver float planes since we had done this in 2015 with another group. In this trip they had never loaded the Beaver to the extent this one was loaded.

Thomas McPherson

To Whom it May Concern,

I was riding in the second seat by the right rear door. ~~There~~ ^{There} was a very strong wind conditions. There was a lot of grass on the water surface. We made the take off run across the lake and on lift off we hit the bank with the floats and the propellers made contact with the ground. There was a loud bang and loss of directional control. We came to rest on ~~on the~~ the bank of a pond. Everyone attempted to get out. The rear doors would not open - the Co-pilot door would not open. Finally everyone climbed out the pilots door, and up the bank of the pond.

William McPherson



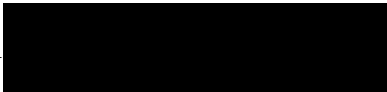
From: [william.mcperson](#)
To: [Gallo Mitchell](#)
Subject: Re: Statement Regarding Accident of N95RC
Date: Friday, March 24, 2017 8:01:13 PM

On August 8th, 2016 I returned to the Beaver float plane that had brought us into Mirror Lake in Alaska. There were 4 fishermen and 2 guides to be transported back to Rapids Lodge. Two of the fishermen were already at the plane around a cooler of soft drinks and beer. I declined a drink and boarded the aircraft in the seat directly behind the copilots seat. After starting the engine the pilot taxied around to raise the oil temperture. He made reference to the lake being small before I got into the plane. I suggested to him that he hug the shore and accelerate turning out into the lake in a running takeoff. I had told him on a previous day that I was a pilot with over 3,000 hours mostly multiengine time. He gave me a blank stare then pulled 50 yards off shore and pulled the throttles all the way back to idle letting the floats sink into the water. i yelled at him asking what the hell are you doing and he started applying full power. i did not see him move the flaps, they should have been at least at 15 degrees. the wind was not a problem, we were surrounded by high banks, could not have been more than 10 knots, The next thing i heard was a loud bang, saw limbs of srubs and leaves coming over the plane and then woke up between the copilots seat and his door. the seat belt must not have worked, pulled out of the floor or something. The only way out was through the pilots door. We all crawled out that door and up a moss bank.

The plane had come to rest some 400 yards from where it hit the bank. we were in a different lake. It took 10 minutes to get out (underwater or Fire) no one would have made it. A guy who crawled back on to try to find our glasses said the seats were coming out of the floor. I had a broken back at T-11 and T-12 and a broken tail bone.

I weight 230 lbs and brother Tom weights 210 lbs

william mcperson

On Fri, Mar 24, 2017 at 6:45 PM, Gallo Mitchell 

Dear Mr. McPherson,

Thank you for contacting me and providing your account of the accident. Please provide a written statement regarding what you had discussed with me in addition to any other information that you feel is important. Also, I would request the same from your brother.

Can you also provide you and your brother's weight?

Sincerely,

Mitchell Gallo

