

From: [REDACTED]
To: [REDACTED]
Subject: Re: ANC17LA033 (N4018H Piper PA-12) - Additional Questions
Date: Monday, February 25, 2019 12:14:40

Good morning Michael, Question #1, EDO 2000 floats, not sure on the 89. #2, both the water and air rudder worked together. #3, I used cargo straps, I had my 22 year old son secure the straps under my supervision, he is certainly stronger than I am and was helping me. #4, that is a hard question to answer, I have been hauling loads on floats since the 80's and have never really liked it, but that's what it took to get the job done at times. I am never satisfied with how tight I can secure a load, I tighten and tighten and tighten again. I would rather error on the side of caution than take something for granted just because I have done it many times. I do not think the load shifted, my experience tells me otherwise, however I would be foolish not to consider it as a possibility. Mike, I have always taken my flying very seriously, I still love it so very much. I take pride it being a safe pilot, that is all that really matters, I believe I am the safest pilot that I have ever been. After logging over 20,000 hrs since 1971 I have encountered many situations on floats, wheels and ski's and hopefully have learned something positive from each. I plan on flying as long as I remain a safe pilot, it is such a large part of my life, thank you Mike, hope I helped.

Sent from my iPhone

On Feb 20, 2019, at 6:16 AM, Hodges Michael <[REDACTED]> wrote:

Hi Randy,

I am trying to finish up the accident report for N4018H at this time. Just a few additional questions if you don't mind:

1. What type of floats did you have installed on your Piper PA-12? Were they the Edo 89-2000 types?
2. For the type of floats installed, is there a direct linkage via cable on the float from the water rudder to the empennage rudder?
3. How was the plywood secured to the struts on each side of the airplane? With cargo straps or rope?
4. Do you think that there was a possible shifting of the plywood in flight that perhaps interfered with the rudder cable?

Thanks again.

Mike

Mike J. Hodges

Air Safety Investigator
Central Regional Office
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National Transportation Safety Board

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Response Operations Center (24/7): 1-844-373-9922

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From: Kenneth Jones <[REDACTED]>

Sent: Friday, February 8, 2019 15:21

To: Hodges Michael <[REDACTED]>

Subject: Re: ANC17LA033 (N4018H Piper PA-12) - Additional Questions

Hi Mike, how are you, what can I help you with? Take care.

Sent from my iPhone

On Feb 7, 2019, at 10:26 AM, Hodges Michael <[REDACTED]> wrote:

Hi Randy,

Just checking in on this, thanks.

Mike

Mike J. Hodges
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"From tragedy we draw knowledge to improve the safety of us all."

From: Hodges Michael

Sent: Monday, December 10, 2018 12:49

To: 'Kenneth Jones' <[REDACTED]>

Subject: ANC17LA033 (N4018H Piper PA-12) - Additional Questions

Hi Randy,

Hope you are doing well.

I am trying to finish up the accident report for N4018H at this time. Just a few additional questions if you don't mind:

1. What type of floats did you have installed on your Piper PA-12? Were they the Edo 89-2000 types?
2. For the type of floats installed, is there a direct linkage via cable on the float from the water rudder to the empennage rudder?
3. How was the plywood secured to the struts on each side of the airplane? With cargo straps or rope?
4. Do you think that there was a possible shifting of the plywood in flight that perhaps interfered with the rudder cable?

Thanks again.

Mike

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