



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Alaska Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 06/21/2017
Person Contacted: Kenneth Jones (Pilot – N4018H)
NTSB Case Number: ANC17LA033

Narrative:

The following is a synopsis of the information provided by Kenneth Jones to the NTSB IIC, via telephone.

- The accident occurred on June 17, 2017 about 1430 Alaska daylight time.
- The flight was a Title 14 *CFR* Part 91 personal flight with an external load.
- The pilot was flying his float-equipped Piper PA-12, N4018H.
- The pilot was the sole occupant and sustained no injuries.
- The purpose of the flight was to transport plywood to his cabin for construction purposes.
- The pilot departed from the Morvro Lake Seaplane Base in Houston, Alaska about 1400.
- The pilot's cabin is located off Indian Creek near Skwentna, Alaska.
- The pilot had plywood secured with various cargo straps to the struts that are attached to both floats.
- The load consisted of 2 2 foot by 8 foot pieces of ½ inch plywood on each side, for a total of about 120 pounds of plywood.
- As the pilot was landing to the south of the north to south oriented waterway, the airplane made an uncommanded turn to the left. When this occurred, a light wind condition was present and the airplane was about 200 feet above the trees. The pilot did not recall the airplane's exact airspeed at the time.
- The pilot applied left rudder with no response and the rudder was locked to the left.
- The pilot was unable to maintain control, the airplane impacted trees, and came to rest in a meadow.
- The airplane sustained substantial damage to the fuselage, both wings, and the empennage.
- The pilot was able to egress from the airplane without further incident.
- The pilot reported no preimpact mechanical malfunctions or failures with the engine. For the airframe, the pilot reported he had no rudder. Prior to the uncommanded turn to the left during the landing sequence, the pilot reported no mechanical malfunctions or failures with the airframe.
- The pilot reported that he had an external load permit (FAA Form 8310-7 Special Airworthiness Certificate) on file with the FAA and that he had been conducting external loads for several years with the accident airplane.
- The pilot reported no weather conditions that affected the safe operation of the airplane.



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Date: 08/10/2017
Person Contacted: Kenneth Jones (Pilot – N4018H)
NTSB Case Number: ANC17LA033

Narrative:

The following is a synopsis of the information provided by Kenneth Jones to the NTSB IIC, via an email message.

- The pilot and his airframe and powerplant mechanic are traveling to the accident site soon to examine the airplane.



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Date: 09/25/2018
Person Contacted: Kenneth Jones (Pilot – N4018H)
NTSB Case Number: ANC17LA033

Narrative:

The following is a synopsis of the information provided by Kenneth Jones to the NTSB IIC, via an email message.

- The pilot traveled to the accident site to examine the airplane.
- The pilot discovered that various components of the airframe and engine were stolen by unknown individuals at an unknown date.
- The engine, propeller, and cockpit gauges were found removed.
- Various holes were found cut in the fabric throughout the airframe to facilitate the removal of components. Various cables and pulleys were found removed.