

FAA interview statements:

INTERVIEW WITH KYLE EATON: KYLE owns and operates a Part 135 float plane out of Trident Basin and was there the morning of 9-4-17. He said the wind was blowing in from the east, which makes a direct crosswind from the regular North / South operations in Trident Basin. He said that DAVID MAGOFFIN was there early, and was talking to several pilots about the weather. He (David) asked KYLE specifically, "what do you think?" and "which way to go?" about takeoff routes.

One of the options, rather than the typical North departure, was to use "The Cut", which is a break between the islands and depart directly to the East. KYLE said this worked as long as the aircraft was airborne before exiting the protected area, as ocean swells were on the other side of the islands.

KYLE and his brother GLEN opted to take off to the North, with a direct cross-wind, as it is a very long take off route with no obstacles and relatively calm water. He also said that they opted to reconfigure their heavy load into two lighter loads and utilize two aircraft due to the weather. He did see one other operator take off into the wind in "the Cut" but noted that the aircraft was airborne prior to exiting between the islands.

KYLE said that ROLAN RUOSS had also seen the incident occur and gave me his contact information.

INTERVIEW WITH ROLAN RUOSS: ROLAN owns and operates a Part 135 float plane out of Trident Basin as well, and was there on the morning and afternoon of 9-4-17. He started flying in Kodiak in 1979, and has about 23,000 flight hours in the local area. ROLAN said that there were gusty east winds up to 20 knots. It was IMC at the Kodiak airport but better visibility in the Trident Basin, where the float planes operate from. He said that the EATON brothers, KYLE and GLEN, had left just prior to the accident and had opted to depart to the North with a cross wind. He said the Northern Departure gives a long take off run, with no weird obstacles.

He said he heard the engine wind up for a takeoff and leaned out the door of his office to watch. He saw the entire takeoff run for N16GP, until it disappeared from view through the Cut. He said he thought at the time that "He must be really heavy" because it took a very long time for the airplane to come up on step. The engine was running at full power the entire time. As the plane disappeared through the Cut, he saw the wings start rocking up and down as the plane, still on step, hit the ocean swells on the other side. He said the aircraft behaved like it was heavy.

He said there is a gravel bar at the point of the Cut that you want to be airborne by, and pilots use that as a "Go, No Go" point. If a pilot is not airborne by that time, it is a good place to shut down. When an aircraft is heavy, the North Departure with a very long takeoff run and no obstacles is preferable.

I asked if he could tell if the amphibious gear was up or down, he replied "definitely up". He said when the aircraft was towed back in the gear was in the up position and the floats were not damaged.



INTERVIEW WITH TANNER “SCOOTER” MAINERO: SCOOTER is the chief pilot for Andrews Airways located in Kodiak, with daily operations of a floatplane out of Trident Basin. He was at the Basin at the time of the accident, observed the takeoff attempt, and helped rescue the pilots and occupants after they crashed. He also took several photos at the time, and talked with the pilot immediately afterward.

SCOOTER has been flying in Kodiak for the last seven years, and has about 6500 hours of Float time, of which about 2500 is in a CE-206, the same type as N16GP. He said that the day of the accident the wind was blowing out of the East, gusting and making for awkward departures. He said that some pilots were departing through “the Cut” to the East, but that the takeoff run there is only about 1600 feet. The North departure has in excess of 3000 feet, and is preferred if the plane is heavy. He said that the East Departure is possible in a heavy Beaver on floats. He said he would not even consider it in a heavy amphibious CE-206.

He said that he thought at the time that N16GP was probably over gross weight from the way it looked and its attempted takeoff. He said there were a lot of bags loaded into the aircraft and each of the three passengers were probably 220 to 230 lbs. each. He estimated Dave the pilot at about 190 lbs.

He watched the aircraft start its takeoff run, and said the engine was developing full power. He said the plane was plowing for about 75% of the useable takeoff run before it even came up on step, which he estimated was about 1100 feet. It finally came up on step and went through the Cut, where it started running into the swells, which he estimated at about eight (8) feet. The plane disappeared from his view, but he could still hear the engine producing full power for another 15 seconds or so, before it abruptly stopped. He said that DAVE “just didn’t stop” when he went through the Cut and hit the swells.

SCOOTER got into his skiff and motored out through the Cut to help rescue the plane. He said the plane fuselage was sitting on the floats. He said he asked DAVE what happened, to which DAVE replied that the engine "wasn't producing full power". SCOOTER said he flies 206s for a living and it absolutely was producing full power. He said he asked how much fuel DAVE had on board and he replied he had "15 (gallons) a side".

SCOOTER took several photos at time of rescue and forwarded them to me. He said the amphibious gear was up and the floats were undamaged. Also, after the aircraft was towed back to the Basin and lifted out of the water, the gear was still up.

SCOOTER said that Andrews Airways was chartered later the same day to fly the passengers, who were a film crew for National Geographic, out to the Saltery Lake Lodge, which N16GP is operated by, and which is owned by the pilot, DAVID MAGOFFIN. He said that the film crew had a large amount of gear totaling about 900 lbs., and he thought the 206 likely was over gross weight at the time of takeoff. He said the film crew, who spoke almost no English, filmed everything, including his takeoff, and thought that the attempted takeoff which resulted in the accident was probably on film as well.

Banning Brice

From: Eric Carlson [REDACTED]
Sent: Wednesday, October 25, 2017 7:15 AM
To: Banning Brice
Subject: Re: Floats2

Brice,

That is correct. When we preformed the salvage of N16GP the lines were bent slightly but intact on the Left hand side of the aircraft. The Right hand side float struts had all sheared as well as all three Right hand float hydraulic lines. Thanks.

-Eric Carlson
Kingfisher Aviation
[REDACTED]

On Tue, Oct 24, 2017 at 11:30 AM, Banning Brice [REDACTED] wrote:

Eric,

Just to clarify, all the hydraulic lines on the left side were intact at the time of salvage, and all three of the hydraulic lines on the right side were severed near the pork chop, correct?

I sure appreciate the help.

Thank you,

Brice

Brice Banning

Senior Aviation Accident Investigator

National Transportation Safety Board

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[REDACTED] office

cellular

fax

From: Eric Carlson

Sent: Tuesday, October 24, 2017 11:20 AM

To: Banning Brice

Subject: Fwd: Floats2

Hey Brice,

This is the second round of photos showing the airframe side of the line connection. You can see where i twisted the lines over to prevent them from leaking any residual fluid into the ocean during salvage. All of the lines on the Left hand side of the aircraft were intact at the time of salvage but due to the struts buckling at the attach points i had to cut through the strut and lines to separate them from the aircraft for salvage. I hope this helps clear things up. Thanks again.

-Eric

Message 2 of 2

----- Forwarded message -----

From: Eric Carlson

Date: Tue, Oct 24, 2017 at 11:06 AM

Subject: Floats2

To:

Sent from my iPhone