



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: June 12, 2019
Person Contacted: Mr. Paul Dale, Pilot/Owner
NTSB Accident Number: ANC19LA027, N10CJ Helio H-391B

Narrative:

Mr. Dale was the pilot in command of the Helio Courier that had an accident on June 11, 2019 near Trapper Joe Lake, Alaska. This is a summary of the statements provided to Noreen Price, NTSB duty officer, via a phone interview on June 12, 2019.

- Mr. Dale co-owns the airplane with his wife, Brenda Dale and a Mr. Joe Cloud. Mrs. Brenda Dale was seated in the front right seat during the accident flight.
- They pre flighted the airplane and filled the fuel tanks from their mobile fuel tank before the flight (about 58 gallons.) Mr. Dale sumped fuel from the gascolator and it indicated clear and bright. There are no wing sumps on the airplane. The flight was a local VFR recreational flight.
- During takeoff, at about 2100 AKD, the propeller surged a bit, but it wasn't a concern. There were no other mechanical issues with the airplane.
- During the flight, the engine started running rough. They were near the abandoned low pressure gas line along Mystery Creek Road. The airplane was losing power, but it was able to maintain altitude. He turned on the electric fuel boost pump, but it did not change. Mrs. Dale pulled the carb heat on, but it did not restore power. The engine was surging, but never lost complete power. They flew over the overgrown road looking for a wide area to land in. Mr. Dale increased mixture to full rich and "pumped" the throttle. That did not restore the engine.
- He saw the old airstrip and decided to perform a precautionary landing there. During the landing to the north, the airplane drifted to the right and Mr. Dale landed long. The right wing caught some vegetation and the airplane looped around to the right, damaging the tail. Mr. Dale stated that there may have been a tail wind.
- Mr. Dale called overhead airplanes on the VHF radio to request assistance. The Alaska State Troopers responded via truck in the early morning. Neither he nor Mrs. Dale sustained injuries.

July 2, 2019, Addendum

On July 2, during the engine examination and logbook review, Mr. Dale mentioned that the airplane experienced a surge and partial power during takeoff about 2 months before the accident. He had a mechanic look at the engine and perform compression tests on the cylinders. No anomalies were noted and it did not occur again.