



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: September 24, 2019
Persons Contacted: Kane Olson, pilot
NTSB Accident Number: ANC19LA054 N7071B PA-18 seaplane

Narrative: Mr. Olson was the pilot in command of a PA-18 seaplane that had an accident on September 22, 2019, about 1630 near Carlson Lake, Beluga, Alaska. This is a summary of his statements.

- Mr. Olson stated that he and a friend were moose hunting in the area, and after shooting a moose on a nearby small lake, decided to quarter and dress the meat for transport. They then hiked back to camp about 3/4 mile away and took off in the PA-18 to pick up the meat from the pond. Mr. Olson was the pilot in front and the passenger was in the rear seat. The plan was to take the moose meat out in multiple trips.
- Mr. Olson said the lake was 750 feet long, according to his range finder. The weather was nice, and the wind was light from the north, from 3-8 knots coming and going, but not gusting.
- He flew reconnaissance patterns multiple times over the lake to assess the hazards and the winds. It was a confined landing, but trees were not an issue. He performed 2 landings and takeoffs in the lake before loading the moose. The airplane took off each time without any problems.
- Mr. Olson stated that he used the following figures for his weight and balance computations:
 - People: $180 \times 2 \text{ lbs} = 360 \text{ lbs}$ (Updated to 185 for himself)
 - Fuel: $\frac{1}{2} \text{ tank Left (9 gallon@6lbs/gal)} + \text{less than } \frac{1}{4} \text{ tank Right (4 gallons)} = 78 \text{ lbs}$
 - Meat: front quarter in belly pod, estimated at 60 lbs
 - Tenderloins and backstraps in floats, $2 \times 25 \text{ lbs} = 50 \text{ lbs}$
 - Survival bag: less than 10 lbs
- He stated that he did not weigh the meat or the people, but he is confident of his weight and his friends, and also the meat. He has a lot of experiencing weighing meat after a hunt and he knows what a front quarter of a moose feels like. The fuel quantities were read from the direct reading gages before the takeoff. He figured that the airplane was at or under the maximum gross takeoff weight, which he stated was 1750 lbs.
- After loading the meat, he performed an engine runup and the engine checked good. He used the entire length of the lake for the takeoff run. He had 1 notch of flaps for takeoff.

- During the takeoff, he did not note anything unusual with the engine or airplane. At 40 MPH IAS he put in another notch of flaps as the airplane transitioned for takeoff. The airplane lifted off, but he was not able to climb at all, and the airplane settled down to the ground beyond the lake.
- The airplane impacted the tundra about 200 yards from the lake. The right float hit first, and then the right wing struck the ground. The left wing came to rest against a spruce tree.
- Mr. Olson had no pictures of the wreckage, but he described the damage as thus: right wing bent spar, left wing leading edge impact, rear fuselage tubes bent (fabric torn).
- He said that there was no history of engine problems with the airplane. He was operating on the left fuel tank at the time of the accident.
- When he was asked why the initial FAA report stated that he was “overweight for takeoff” he said he wasn’t sure who he was talking to that night and that he was tired. He stated that the airplane was not overweight and did not know why the airplane settled after takeoff. He said maybe it was a lack of engine power.
- He stated that he had a total of 300 hours of flight experience, and about 125 hours of that was in this float plane. His last biennial review was not in the float plane.
- Mr. Olson was given permission to recover the airplane providing that photographs were taken of the wreckage.
- The location of the wreckage is 61.3141667°, -151.2243833°.