



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 12, 2016
Person Contacted: Paul Wesley Heaton
NTSB Accident Number: ERA16LA181

Narrative:

Mr. Heaton contacted NTSB by phone on April 26, 2016, at 1423 EDT. He called from [REDACTED]

He indicated that he has owned the airplane for about 3 weeks, and since then have done over 30 water landings. The day before the accident, he brought the airplane to the lake and tied it up between 2 piers. During his preflight inspection, he untied the ropes securing the airplane to the piers and noticed the ropes were “extremely” tight. He attributed this to be associated with several severe thunderstorms that passed through the area the night before and also the water level of the lake dropping. He finished the preflight, and on takeoff from the lake noticed the airplane had a tendency to veer or pull to the left “pretty severely” while in the plow position. When he got on the step there was no drag to the left. He continued the takeoff with the intention of taking aerial photographs, and upon return to the lake about 15 minutes after takeoff, he reported a normal landing. He pulled the control yoke and when on a plow position, the airplane veered to the left, then subsequently nosed over. All occupants exited the airplane, that was towed to shore and secured. Postaccident inspection of the left float revealed the skin was pulled from the rivet line.

The digest was reviewed with him during a call on May 12, 2016, at 0929 EDT.