



Jackie Vanover
Aviation Accident Investigator
Western Pacific Region

Date: June 23, 2019
Person Contacted: Mr. Johannes Noordwijk (Passenger)
NTSB Accident Number: WPR19FA178

Narrative:

He and his wife had been friends with the pilot and his wife for about 13 years. The flight was intended for 1000 am and the purpose was to see how the airplane performed with two people. The plan was to fly to a near by lake (lake Paulina) and do some landings and taxiing.

He stated that the airplane had just been put onto floats a few weeks prior.

The passenger is a flight instructor and had a flight at 0830 with a student but was cut short (about 0900) due to maintenance issues. He linked up with the pilot about 0950. They opened the hanger door and pulled the airplane out. They discussed the digress route in the event of an emergency. He did not help with the preflight. The wind was light, and the windsock was favoring 18. Prior to takeoff, the life vests were discussed. They were not self-inflating; the user would need to pull the tab to inflate. He reported that the airplane was under gross weight. The inner tanks were 21.5 gallons per side. They “talked about it and where safe on the gross”.

The pilot taxied out to runway 18, did a runup with no anomalies noted, and began his takeoff roll. He stated that the power was full forward and did not sound abnormal. The pilot rotated about 65 knots with about 1,000 ft remaining, then put the airplane into ground effect to build airspeed. Once taken out of ground effect, the airplane was climbing very slow and it was apparent that they would not clear the 50 ft trees across the river. The pilot turned sharp to the left. At some point, the pilot stated, “oh this looks bad”. During the landing touchdown the airplane nosed over, turned 180° and floated downstream about 300 ft.

Additional Email Conversation

The following was provided in an email on July 5, 2019 in response to questions

asked by the IIC. His responses are in red.

I hope all is going well for you this week. When able, please respond to the questions listed below.

What is your weight? 170 LBS

Was there a conversation regarding the W&B prior to the flight? If so, please elaborate. Absolutely, although we did not pencil a W&B on paper. Don't know if you know but initially Karen was going with us as well, but she had thanks god other things to do. Kevin did a W&B by head and mentioned that with the two of us we were way below gross (and mentioned that we had 43 gallons on the main tanks and empty wing tip tanks. He made another remark that he actually didn't deduct the back seats which helped even further.

From: John Noordwijk [REDACTED]
Sent: Tuesday, June 16, 2020 12:05 PM
To: Scott Arnold [REDACTED]
Subject: Re: Sunriver accident investigation

Hi Arnold,

Don't think there is anything I can add or remember of value. Kevin was a very good pilot, but we didn't recognize the loss in power as we had no experience with the Maule on floats. If the Maule had been on wheels I am sure we had recognized it. I thought the take off roll was slow and long, but the floats are big and heavy. We passed more than 50% of the runway and should have aborted the take off. I also believe the flight lasted maybe 16 seconds looking at the distance and estimating the airspeed. The retraction time of the wheels is 20 seconds. If you lose a few seconds after TO to retract the wheels, it probably had made no difference to nosing over.

Thanks and regards

John

John Noordwijk
[REDACTED]