



RECORD OF CORRESPONDENCE

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Person Contacted: Mathew Dahl; FAA ANC FSDO Aviation Safety Inspector
NTSB Accident Number: ANC16LA054

Narrative:

On-scene examination of the accident site by an FAA Aviation Safety Inspector revealed that the southwest side of the lake, at the shoreline, had an indentation from the impact of the floats. Approximately 100 yards to the southwest from the lakeshore was a small hill, just south of a small pond. The wreckage of the airplane was on the hill, angled down towards the pond, with the right wing of the airplane partially in the water. A trail of small pieces of fiberglass from the floats was in a direct line from the initial lakeshore impact area to the scene of the crash. An impact area on the edge of the hill showed where one float and then the engine had impacted, with the airplane coming to rest about 30 feet further, facing to the southwest.

No fuel was present on the ground, nor was any fuel line broken open/separated. The fuselage was fully intact and the wings were intact. The left wing appeared to be largely undamaged, except for the left float, which had broken in half and the rear half was bent up and had cut several inches into the trailing edge of the flap, about 12 inches outboard from the fuselage. The left wing flap was in the fully retracted position. The right wing flap was extended and was undamaged. The right wing flap extension/retraction mechanism was broken off from the flap.

The propeller exhibited damage consistent with engine power.

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