



RECORD OF CONVERSATION

David B Banning
Senior Aviation Accident Investigator
Alaskan Region

Date: September 21, 2016
Person Contacted: Jeffery Tuttle
NTSB Accident Number: ANC16LA068

Narrative:

Mr. Tuttle was the pilot of N8008Z, an experimental Piper Super Cub airplane that sustained substantial damage during following a loss of control and subsequent impact with terrain near Anderson Lake Airport, Wasilla, Alaska.

During a telephone conversation conducted on September 21, Mr. Tuttle stated the following:

Mr. Tuttle stated that this was the initial flight after the airplane had received its airworthiness certificate. Following departure from Anderson Lake Airport, he climbed on a westbound heading to about 1,000 feet, and configured the airplane for cruise flight. He then turned eastbound, with the intent of conducting a few touch-and-go landings at Palmer Airport. Just prior to reaching Anderson Lake Airport, enroute to Palmer, about 1 to 2 minutes into the flight he heard a pop, and observed that the left wing's leading-edge slat had buckled making the airplane difficult to control. Mr. Tuttle stated that he was too high to execute a straight in approach to Anderson Lake and choose to overfly the airport while making large power adjustments in an effort to help maintain control of the airplane. After overflying the airport Mr. Tuttle stated that he made a right turn with the intent of landing at Anderson Lake when the right wing's leading-edge slat failed which resulted in a loss of lift and almost a complete loss of control. He guided the airplane using the rudder and varying the engine power settings to an open road, with his main concern being not to cause undue harm to people or property on the ground.

Mr. Tuttle stated that there were no engine problems whatsoever, but he was varying the power setting in an effort to maintain aircraft control.

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