



RECORD OF CONVERSATION

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Date: July 9, 2017
Persons Contacted: Jon Sutherlin, pilot and owner
NTSB Accident Number: ANC17LA034

Narrative: Mr. Sutherlin is the owner and pilot of N2429C Cessna 180 that was involved in an accident in Anchorage on July 9, 2017. He was interviewed at the scene of the accident. This is a summary of his statements.

Mr. Sutherlin had not flown the airplane since October 2016. It remained on floats for the winter season. He kept it at the Lake Hood Seaplane Base (LHD). He had difficulty getting an annual inspection done because there were few mechanics available. He usually had a friend who was a pilot and IA, Sean Ellis, perform the inspections, but he was unavailable. A friend recommended Black Sheep Aviation, operated by Mark Campillo, so Mr. Sutherlin had them do it. He could not recall any significant discrepancies that were noted. The inspection was completed the previous week and the accident flight was the first since then. The day before the flight, he had the airplane fuel tanks filled to capacity with 100LL by International Aviation Services. (A fuel receipt indicated 37 gallons purchased.) He stated that there was "old fuel" in the tanks. He had owned the airplane for about 20 years and had no recent problems with it. The purpose of the flight was to fly to a lake across the inlet to obtain sea landing currency.

He performed a preflight inspection and sumped the fuel tanks. There was no debris or water noted in the fuel. He performed a takeoff and departed to the north. As the airplane climbed out, he could not move the flap lever out of the 20° detent. He requested and received clearance for a right downwind to return to land. Once the airplane was established at 600 ft and 70 knots on the downwind, the engine "quit". He nosed it over to maintain glide speed, but the airplane descended very quickly due to the drag of the floats. He saw the green field in the park and attempted to glide there for a forced landing, but the angle of descent was too steep, so he tried to land in the road, but impacted a tree and pole on the way down and had no options but to ride it in as controlled as he could. When the airplane came to rest on the road, significant fuel was leaking, so he evacuated quickly. When the fire department arrived, they asked him to secure the fuel, so he turned the fuel selector valve from both to off. He was sure the selector was in both during the flight.