



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: June 30, 2017
Persons Contacted: Clarence Anderson, pilot, PIC
NTSB Accident Number: ANC18LA051, N7675D

Narrative:

Mr. Anderson was the pilot-in-command (PIC) of the PA-18 that crashed at Lake Hood Seaplane Base on June 29, 2018. He was interviewed by phone and FAA Air Safety Inspector Mark Griffin also participated. This is a summary of Mr. Anderson's statements:

- The purpose of the flight was to fly to their family cabin on Shirley Lake near Rainy Pass. He sat in the rear seat so that his pilot rated passenger could fly and enjoy the front view. Mr. Anderson was flying the airplane during takeoff and throughout the accident sequence. He said that the fuel selector valve was on the left tank for takeoff.
- Before the accident flight, he and the passenger filled the wing tanks from his fuel tank located at his slip on Lake Hood. The preflight and runup were all normal.
- After takeoff from the north waterway, between 100 and 200 ft, the engine started to "sputter" and lose power. He determined that there was not enough room to put it down in the water, so he turned toward the east to land. He asked the passenger to check the fuel "on", and it was. He pumped the throttle but could not restore power. He could not recall the impact attitude or sequence of the impacts.
- After the accident, he checked that the fuel selector valve and the master switch were off. There was a large amount of fuel leaking from the left wing.
- Mr. Anderson stated that he believes that the loss of power was caused by water in the fuel, because the sputtering was just like another incident that he had before that was caused by water contamination.
- Mr. Anderson was bruised during the accident but did not sustain any serious injuries.
The end.