



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: September 22, 2020
Persons Contacted: Gordon Bowen, pilot
NTSB Accident Number: ANC20LA093, N8875C

Narrative: Mr. Bowen was contacted by telephone after the accident. This is a summary of his statements.

The airplane had an annual inspection recently, in August, and as a result the lift struts had to be replaced due to corrosion per a Piper airworthiness directive. The accident flight was the first since then. The airplane was tied down at Homer Airport and the parking site had slight slope that resulted in a left wing low attitude when parked. He had been having problems with water in the left fuel tank, so he had a mechanic install new wing fuel cap gaskets recently.

On the day of the accident, he performed a preflight inspection and sumped the 4 fuel drains. He recovered about 1/2 inch of water from the left tank and clear fuel from the others. The engine started good. He taxied quite a bit around the airport and then a long taxi to the runway. He had the fuel selector on the right tank until takeoff when he switched to the left tank during the takeoff checks. The fuel tanks were about 3/4 full.

During the initial climb, at 200 ft, the engine "quit", and he performed a landing on the beach. He hit the left wing on the sand during the landing, and then lost control of the airplane. He received minor injury.