



Stacia Joyce
Air Safety Investigator
AS-ANC

Date: August 2, 2024

Subject: ANC24LA073, Airline Transport rated pilot written statement

Contact: Bruce Adams

The following is a written statement provided by Bruce Adams

August 2, 2024 DHC-2 4444Z 8:00 Scheduled departure to Big River Lake
VFR 10 kts Gusting 15 from SE Normal preflight
6 passengers with small day packs 1190lbs Pilot 170 lbs Fuel (75 gallons) 450lbs = total
1810 lbs

Max Wt 5600 Empty Wgt 3658 Useful Load 1942

Normal taxi for SE departure. Runup normal. Preflight checklist: Fuel to center tank (35 gal), trim set to TO, Flaps set to TO, water rudders up, carb heat ½. Cleared for South East departure. Airborne prior to Island. Climb rate 150' per minute at climb power and climb rpm. At 200' ft and starting into Lake Spenard, the engine began to run rough then distinct cough, chug and loss of power. Very few choices at this point, the Lake Front Hotel is directly forward. Descending left turn and looking for a clear path, mixture pulled, I thought I might have room to make water landing but the reality of a quartering tailwind quickly set in. I aimed for the most open area and descended to get onto the water, I hit hard and bounced but this dissipated speed and energy. I flared and got back onto the water 50' ft before land. I slid into the only unoccupied slip on that side of the Lake (near Ellison Air). Hit land at about 20 mph, ran up the dock, left float ran over a submerged concrete tie down and simultaneously left wing tip hit a birch tree, spinning us 90 degrees to the left. Slid 5' sideways on the gravel and stopped. Pulled emergency fuel shutoff and survey passengers. Contacted LHD tower and RFS office on the radio to inform them of no injuries. Doors were quickly opened by bystanders and we departed airplane in an orderly manner with no injuries. Rust's Flying Service van retrieved them promptly.

John Bruce Adams
ATP [REDACTED]