

Stacia Joyce
IIC
AS-ANC

Date: February 2, 2025

Subject: ANC25LA017

Contact: Doug Staats

About an hour after the accident, I interviewed the pilot, Doug Staats at the scene of the accident regarding the details of the event. Mr. Staats said that he and his passenger departed Merrill Field at about 11:06. Prior to departure he said he visually checked the tanks but did not dip the fuel tanks. He said the tanks were visually filled after a prior flight. He said the total amount of fuel capacity was 62 gallons of which 57 was useable, 28.5 in each tank.

He said he took off with the fuel valve on both and then switched to the right tank during the flight. On returning to the airport he entered the pattern and did his GUMPS check and switched the fuel valve back to both.

At about mid-field abeam the numbers, he reduced the power and shortly thereafter he reported seeing the Exhaust Gas Temperatures (EGTs) rise. He pulled carburetor heat and the EGTs returned to normal. As he turned onto the base leg of the traffic pattern he said the engine quit abruptly. He cycled the magnetos and carburetor heat to try and restart the engine but it did not restart.