

# National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ANC23LA060

## **ENGINE EXAMINATIONS**

October 17, 2023

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## **A. ACCIDENT**

Location: Igiugig, Alaska  
Date: August 8, 2023  
Time: 1843 Local  
Airplane: Piper PA12S N2262G

## **B. ENGINE EXAMINATIONS**

IIC Mark Ward  
NTSB  
Anchorage, AK

## **C. SUMMARY**

On August 04, 2023, about 1843 Alaska daylight time, a Piper PA-12S airplane, N2262G sustained substantial damage when it was involved in an accident near Igiugig, Alaska. The pilot was not injured. The airplane was operated by the pilot as a Title 14 Code of Federal Regulations Part 91 personal flight.

Pilot reported that 8 miles short of his destination, the airplane engine began to run rough, and the power was surging. He proceeded with engine rough running procedures including confirming the fuel selector was on both, adjusted throttle, adjusted mixture, magneto checked, primer checked in and locked and he pulled the carburetor heat on. He turned right for a landing spot and the engine regained full power but then resumed a steady power loss to a complete loss of engine power. During the force landing, the airplane encountered a deep hole in the tundra and the airplane veered right 90 degrees before coming to a complete stop. The airplane sustained substantial damage to the fuselage and left wing.

## D. DETAILS OF THE EXAMINATION



**Figure 1 Accident airplane during test run of the engine.**

### 1.1 Fuel/Fuel System

The fuel gauge for the right wing fuel tank indicated empty and no fuel was observed inside the tank (*figure 2*). The fuel gauge for the left wing fuel tank indicated the fuel tank was half full of fuel but no fuel was observed inside the tank (*figure 3*). Using a flashlight and a wooden stick no fuel was observed in either fuel tank. Three gallons of fuel was added to the left fuel tank. The fuel selector position lever in the cockpit was observed just outside the detent of the “both” fuel tank position (*figure 4*).



**Figure 2. Right wing fuel tank gauge.**



**Figure 3. Left wing fuel tank gauge.**



**Figure 4. Fuel tank selector inside the cockpit.**

## **2.0 Engine Examination**

Both magnetos were secure. All sparkplugs and sparkplug leads were secure. After adding fuel to the left wing fuel tank the engine started normally. The engine idled smoothly at 600 rpm. After the engine was warmed up, it accelerated normally to a static rpm of 2250 rpm. The engine had good oil pressure. Carburetor heat functioned normally. The engine performed normally with no abnormalities observed.

Submitted by:

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