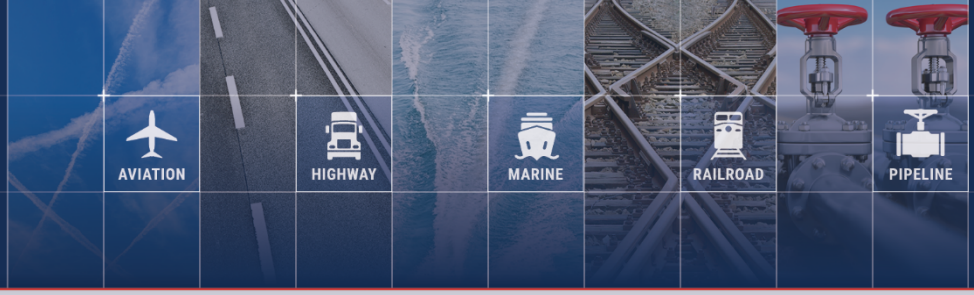

Aviation Investigation Final Report

Location:	KING SALMON, Alaska	**Accident Number:**	ANC01LA024
Date & Time:	December 16, 2000, 17:10 Local	**Registration:**	N5644N
Aircraft:	Maule M-5	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private certificated pilot was beginning a landing approach, and when he reduced engine power, the engine sputtered. The pilot said he turned the engine boost pump on, and verified that the fuel selector was on the 'BOTH' position. He then increased the throttle control, and the engine quit. The airplane descended and collided with three runway approach lighting system assemblies, short of the runway threshold. The airplane received damage to the landing gear, the left wingtip, and the leading edge of the right wing. Following the accident, the airplane was examined by a mechanic who found 1 1/2 to 2 inches of water in the carburetor.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power during the landing approach due to the pilot's inadequate preflight of the airplane and contamination (water) in the carburetor.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) FUEL SYSTEM,CARBURETOR - CONTAMINATION,WATER
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings
3. OBJECT - APPROACH LIGHT/NAVAID

Factual Information

On December 16, 2000, about 1710 Alaska standard time, a tundra tire-equipped Maule M-5 airplane, N5644N, sustained substantial damage during a forced landing at the King Salmon Airport, King Salmon, Alaska. The airplane was being operated as a visual flight rules (VFR), local area personal flight, when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on December 17, 2000, the pilot said he was planning to land on runway 11 at King Salmon. When he reduced engine power during the landing approach, the engine sputtered. The pilot said he turned the engine boost pump on, and verified that the fuel selector was on the "BOTH" position. He then increased the throttle control, and the engine quit. The airplane descended and collided with three runway approach lighting system assemblies, short of the runway threshold. The pilot said the airplane was equipped with a carburetor temperature gauge. Throughout the flight, and during the descent for landing, the pilot said he adjusted the carburetor heat control to keep the carburetor temperature out of the caution range. The airplane received damage to the landing gear, the left wingtip, and the leading edge of the right wing.

At 1652, an Aviation Routine Weather Report (METAR) from the King Salmon airport was reporting, in part: Wind, 100 degrees (true) at 7 knots; visibility, 10 statute miles; clouds and sky condition, few at 4,500 feet, 15,000 feet scattered; temperature, 30 degrees F; dew point, 27 degrees F; altimeter, 29.27 inHg.

On December 20, 2000, the pilot reported the airplane was examined by a mechanic in King Salmon. The mechanic found 1 1/2 to 2 inches of water in the carburetor.

Pilot Information

Certificate:	Private	**Age:**	52,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	February 24, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	513 hours (Total, all aircraft), 91 hours (Total, this make and model), 432 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	**Registration:**	N5644N
Model/Series:	M-5 M-5	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	7347C
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	April 21, 2000 Annual	**Certified Max Gross Wt.:**	2500 lbs
Time Since Last Inspection:	108 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	702 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	O-540-J1A5D
Registered Owner:	JOHN F. BUNDY	**Rated Power:**	235 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Dusk
Observation Facility, Elevation:	PAK ,57 ft msl	**Distance from Accident Site:**	
Observation Time:	16:52 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 4500 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	80°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	30°C / 27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(PAKN)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	VFR
Departure Time:	14:00 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	KING SALMON PAKN	**Runway Surface Type:**	Asphalt
Airport Elevation:	57 ft msl	**Runway Surface Condition:**	Wet
Runway Used:	11	**IFR Approach:**	None
Runway Length/Width:	8500 ft / 150 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	58.750923,-156.540512(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	TOM ELDRIDGE (FAA); ANCHORAGE , AK
Original Publish Date:	July 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50810