



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Aniak, Alaska | Accident Number: | ANC08LA003 |
| Date & Time: | October 7, 2007, 20:47 Local | Registration: | N62029 |
| Aircraft: | Maule M-5-220C | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The commercial pilot flew 10 miles east to another airport for night currency training. He said he was doing touch and go landings, and while flying on the downwind leg, the airplane's engine lost power. The pilot reported that he was unable to reach the runway, and that the airplane landed in trees. He said the airplane was fueled prior to the departure, and that he switched fuel tanks after the engine lost power. The pilot said the airplane sustained damage to the wings and fuselage when it collided with trees. He reported that a more thorough preflight of the fuel tanks, and to verify which tank the engine was operating on, may have prevented the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel tank selection and fuel starvation, while doing touch-and-go landings.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

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

Findings

3. OBJECT - TREE(S)

Factual Information

On October 7, 2007, about 2047 Alaska daylight time, a Maule M-5-220C airplane, N62029, sustained substantial damage during an off-airport emergency landing, about 10 miles east of the Aniak Airport, Aniak, Alaska. The airplane was being operated by the pilot as a visual flight rules (VFR) local night currency flight under Title 14, CFR Part 91, when the accident occurred. The commercial certificated pilot and pilot-rated passenger were not injured. Night visual meteorological conditions prevailed, and no flight plan was filed. The flight departed Aniak about 2015.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on October 8, the pilot stated he departed the Aniak Airport, and flew 10 miles east to the Chuathbaluk airstrip for night currency training. He said he was doing touch and go landings at Chuathbaluk, and while flying on the downwind leg, the airplane's engine quit. The pilot reported he was unable to reach the runway, and that the airplane landed in trees on the tundra. He said the airplane was fueled prior to the departure, and that he switched fuel tanks after the engine quit. The pilot said the airplane sustained damage to the wings and fuselage when it collided with trees.

In a written statement to the NTSB dated October 15, the pilot wrote that a more thorough preflight of the fuel tanks to verify which tank the engine was operating on may have prevented the accident.

The airplane was not examined by the NTSB.

Pilot Information

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| Certificate: | Commercial; Flight instructor | Age: | 34, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 2 Without waivers/limitations | Last FAA Medical Exam: | July 1, 2007 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | June 1, 2007 |
| Flight Time: | 2006 hours (Total, all aircraft), 8 hours (Total, this make and model), 1902 hours (Pilot In Command, all aircraft), 236 hours (Last 90 days, all aircraft), 108 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | Maule | Registration: | N62029 |
| Model/Series: | M-5-220C | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 5054C |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | March 1, 2007 Annual | Certified Max Gross Wt.: | 2300 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2071 Hrs as of last inspection | Engine Manufacturer: | Franklin |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | 6A-360-C1R |
| Registered Owner: | Steven R. Brueckner | Rated Power: | 220 Horsepower |
| Operator: | Chad Smith | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Night |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Few / 1800 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 2600 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.71 inches Hg | Temperature/Dew Point: | 0°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Aniak, AK (PANI) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 20:15 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|-----------------|----------------------------------|----------------|
| Airport: | Chuathbaluk 9A3 | Runway Surface Type: | Gravel |
| Airport Elevation: | 242 ft msl | Runway Surface Condition: | Unknown |
| Runway Used: | 09 | IFR Approach: | None |
| Runway Length/Width: | 3400 ft / 60 ft | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------|
| 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: | 61.578887,-159.21556 |

Administrative Information

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| Investigator In Charge (IIC): | Lewis, Lawrence |
| Additional Participating Persons: | Jon Edmonds; Anchorage FSDO-03; Anchorage, AK |
| Original Publish Date: | April 30, 2008 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=66869 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).