Aviation Investigation Final Report

Location:	Delta Junction, Alaska	**Accident Number:**	ANC08LA130
Date & Time:	September 27, 2008, 15:40 Local	**Registration:**	N289X
Aircraft:	Maule M-5-210C	**Aircraft Damage:**	Substantial
Defining Event:	Loss of engine power (total)	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-certificated pilot was taking off on a personal local flight when the accident occurred. The pilot said that he taxied the length of the runway three times prior to the attempted takeoff. He said that during the takeoff/initial climb the engine lost power, and the airplane descended, impacting on a roadway and that there was structural damage to the wings and fuselage. Initially the pilot said that he thought carburetor ice was responsible for the loss of power, but then thought someone might have tampered with his fuel supply. He also noted that there may be some issues with his pilot's certificate. He said there were no mechanical problems with the airplane prior to the accident. A Federal Aviation Administration (FAA) inspector interviewed the pilot and reported that the pilot said that he inadvertently pulled the mixture when the engine lost partial power, thinking it was the carburetor heat. The inspector also recovered about 2 ounces of fuel from the accident airplane's gascolator. The fuel was light blue in color, and smelled like aviation fuel. The sample appeared clear, and no impurities, water, or other contaminants were visible. The sample was tested for the presence of water using water paste, and no water was found. According to FAA records, the pilot did not have a student pilot or any other pilot certificates.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power during takeoff due to the non-certificated pilot's inadvertent selection of the mixture control instead of the carburetor heat and his lack of training/qualification.

Findings

Aircraft	Fuel control/carburetor - Incorrect use/operation
Personnel issues	Incorrect action selection - Pilot
Personnel issues	Qualification/certification - Pilot
Environmental issues	Conducive to carburetor icing - Not specified

Factual Information

History of Flight

Initial climb	Loss of engine power (total) (Defining event)
Emergency descent	Collision with terr/obj (non-CFIT)

On September 27, 2008, about 1540 Alaska daylight time, a Maule M-5-210C airplane, N289X, sustained substantial damage when it crashed onto a roadway, following a loss of engine power during takeoff from the Delta Junction Airport, Delta Junction, Alaska. The airplane was being operated by the pilot as a visual flight rules (VFR) personal local flight under Title 14, CFR Part 91, when the accident occurred. The noncertificated pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on September 27, an Alaska State Trooper, who was at the accident site, said witnesses told him they saw the airplane taxi the length of the runway three times prior to the attempted takeoff. They said during the takeoff/initial climb they heard the engine lose power, and the airplane descended, impacting on a roadway. He said there was structural damage to the wings and fuselage.

During a telephone conversation with the NTSB IIC on September 27, the pilot reiterated what the witnesses had told the State Trooper. He also stated that he thought someone might have tampered with his fuel supply, and that there may be some issues with his pilot's certificate. He said there were no mechanical problems with the airplane prior to the accident.

An examination of FAA records revealed that the pilot did not hold a valid pilot certificate.

According to an FAA air safety inspector who interviewed the pilot, the pilot said he thought about carburetor ice while taxiing, and that when the engine lost partial power he inadvertently pulled the mixture out, instead of the carburetor heat. After the accident, the FAA inspector recovered about 2 ounces of fuel from the accident airplane's gascolator. The fuel sample was forwarded to the IIC. The fuel was light blue in color, and smelled like aviation fuel. The sample appeared clear, and no impurities, water, or other contaminants, were visible. The sample was tested for the presence of water using water paste, and no water was found. The quantity of fuel collected was insufficient for further testing.

The pilot did not submit an NTSB accident report form as requested by the IIC.

Pilot Information

Certificate:	None	**Age:**	
Airplane Rating(s):	None	**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:	None None	**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	3 hours (Total, all aircraft), 3 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	**Registration:**	N289X
Model/Series:	M-5-210C	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	6109C
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:		**Certified Max Gross Wt.:**	2300 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	CONT MOTOR
ELT:		**Engine Model/Series:**	IO-360 SER
Registered Owner:	HANSON SHANEN D	**Rated Power:**	300 Horsepower
Operator:	HANSON SHANEN D	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:		**Visibility**	3 miles
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	
Precipitation and Obscuration:			
Departure Point:	Delta Junction, AK	**Type of Flight Plan Filed:**	Unknown
Destination:	Delta Junction, AK	**Type of Clearance:**	None
Departure Time:	15:40 Local	**Type of Airspace:**	

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	64.035278,-145.733612

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	John Simms; FAA; Fairbanks, AK
Original Publish Date:	July 28, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=69339