



# **Aviation Investigation Final Report**

Location:	La Porte, Texas	Accident Number:	CEN10LA136
Date & Time:	February 14, 2010, 16:00 Local	Registration:	N56347
Aircraft:	Maule M-5-235C	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

### Analysis

The private pilot was returning from a short personal flight when the engine stopped producing power. The pilot was unable to maintain altitude and landed short of the runway and flipped over. The engine was test run using the airplane's existing fuel system. The engine started and ran through its entire powerband without hesitation. A functional test of the carburetor heat and both magnetos were normal, and all engine gauges indicated normal readings. No mechanical deficiencies were noted with the engine or the fuel system. The cause of the power loss could not be determined.

# **Probable Cause and Findings**

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power for undetermined reasons.

#### Findings

Not determined Aircraft (general) - Unknown/Not determined (general) - Failure

### **Factual Information**

 History of Flight

 Approach

 Loss of engine power (total) (Defining event)

On February 14, 2010, at 1600 central standard time, N56347, a Maule M-5-235C, sustained substantial damage after a loss of engine power while returning to land at La Porte Municipal Airport (T41), La Porte, Texas. The private pilot/registered owner, and sole occupant, was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the local flight that was conducted under 14 Code of Federal Regulations Part 91.

According to the pilot, he departed on a local flight at 1550 and flew over the bay, which was about 2 miles away from the airport. Upon his return, the engine started to lose power and he was unable to make the runway. The airplane landed on soft/wet grass short of Runway 12 and subsequently flipped over. The airplane sustained substantial damage to the wing struts on both wings.

The engine was test run on March 29, 2010, under the supervision of the Federal Aviation Administration (FAA). The run was conducted using the airplane's existing fuel system. The engine started and ran through its entire powerband without hesitation. A functional test of the carburetor heat and both magnetos were normal, and all engine gauges indicated normal readings. No mechanical deficiencies were noted with the engine or the fuel system.

Weather at Ellington Field (EFD), about 7 miles southwest of the accident site, at 1550, was reported as wind from 250 degrees at 8 knots, visibility 10 statute miles, clouds broken at 2,500 feet and 5,500 feet, temperature 20 degrees Celsius, dewpoint 10 degrees Celsius, and a barometric pressure setting 29.94 inches of Mercury.

#### **Pilot Information**

Certificate:	Private	Age:	56,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 With waivers/limitations	Last FAA Medical Exam:	April 1, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 25, 2009
Flight Time:	1139 hours (Total, all aircraft), 242 hours (Total, this make and model), 22 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N56347
Model/Series:	M-5-235C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7277C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 25, 2009 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	73 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	0-540 SERIES
Registered Owner:	KINGSBURY RALPH E JR	Rated Power:	250 Horsepower
Operator:	KINGSBURY RALPH E JR	Operating Certificate(s) Held:	None

### Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
<b>Observation Facility, Elevation:</b>	EFD,32 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	20°C / 10°C
Precipitation and Obscuration:			
Departure Point:	La Porte, TX (T41 )	Type of Flight Plan Filed:	Unknown
Destination:	La Porte, TX (T41 )	Type of Clearance:	VFR
Departure Time:	15:30 Local	Type of Airspace:	

# **Airport Information**

Airport:	La Porte Municipal T41	Runway Surface Type:	Grass/turf
Airport Elevation:	25 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	4165 ft / 75 ft	VFR Approach/Landing:	Forced landing;Traffic

# 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:	29.668056,-95.064163(est)

#### **Administrative Information**

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	Randy Burke; FAA/FSDO; Houston, TX
Original Publish Date:	July 22, 2010
Last Revision Date:	
Investigation Class:	<u>Class</u>
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=75439

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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.