



National Transportation Safety Board Aviation Accident Final Report

Location:	BELUGA, AK	Accident Number:	ANC91LA054
Date & Time:	05/01/1991, 1645 AKD	Registration:	N40676
Aircraft:	MAULE M-4-220C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT STATED THAT HE HAD REDUCED ENGINE POWER TO IDLE AND MADE A LOW PASS OVER A SNOW COVERED STRIP. WHEN HE ADDED POWER TO RESUME THE FLIGHT, THE ENGINE FAILED. THERE WAS NO SUITABLE FORCED LANDING AREA AVAILABLE. THE PILOT DID NOT REMEMBER APPLYING CARBURETOR HEAT UNTIL AFTER THE ENGINE FAILED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE ENGINE FAILURE DUE TO UNDETERMINED CAUSES. CONTRIBUTING TO THE ACCIDENT WAS THE UNSUITABILITY OF THE AVAILABLE LANDING AREA.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - NORMAL

Findings

1. (C) POWERPLANT - UNDETERMINED

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

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	04/29/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	580 hours (Total, all aircraft), 220 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAULE	Registration:	N40676
Model/Series:	M-4-220C M-4-220C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2180C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	11/07/1990, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1592 Hours	Engine Manufacturer:	FRANKLIN
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	6A350-C1
Registered Owner:	JAMES D. FERRY	Rated Power:	220 hp
Operator:	JAMES D. FERRY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1620 ADT	Type of Airspace:	

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:	

Administrative Information

Investigator In Charge (IIC):	Roy C Daw	Report Date:	05/05/1993
Additional Participating Persons:	TERRY MUSICK; ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).