



National Transportation Safety Board Aviation Accident Final Report

Location:	L. SUSITNA RIV, AK	Accident Number:	ANC90LA081
Date & Time:	06/01/1990, 1345 AKD	Registration:	N4623T
Aircraft:	MAULE M4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PILOT REPORTED THAT HE WAS ATTEMPTING TO COMPLETE A FLIGHT FROM ANCHORAGE TO MCGRATH AND RETURN WITHOUT REFUELING. HE TOPPED OFF THE FUEL TANKS IN ANCHORAGE PRIOR TO DEPARTURE. PRIOR TO LEAVING MCGRATH, HE VISUALLY INSPECTED, BUT DID NOT STICK THE TANKS. HE THOUGHT THE FUEL TANKS WERE SLIGHTLY MORE THAN ONE-HALF FULL. APPROXIMATELY 10 MILES FROM ANCHORAGE THE ENGINE SPATTERED AND EVENTUALLY STOPPED. A FORCED LANDING WAS MADE IN THE TUNDRA. THE PILOT LATER STATED THAT IT IS MOST LIKELY THAT THE ENGINE QUIT DUE TO FUEL EXHAUSTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FUEL MISMANAGEMENT IN NOT HAVING SUFFICIENT FUEL TO REACH HIS DESTINATION.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/06/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	510 hours (Total, all aircraft), 20 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAULE	Registration:	N4623T
Model/Series:	M4 M4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	91
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-300A
Registered Owner:	UNKNOWN	Rated Power:	145 hp
Operator:	BURTS, DOUGLAS A	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:	Unknown / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	Broken / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	MCGRATH, AK (MCG)	Type of Flight Plan Filed:	VFR
Destination:	ANCHORAGE, AK (ANC)	Type of Clearance:	None
Departure Time:	1140 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES D LABELLE	Report Date:	08/28/1992
Additional Participating Persons:			
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/ .		

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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](#).