



National Transportation Safety Board Aviation Accident Data Summary

Location:	Chickaloon, AK	Accident Number:	ANC05LA021
Date & Time:	01/01/2005, 1400 AST	Registration:	N4262D
Aircraft:	Maule M-7	Injuries:	2 Serious, 2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The 14 CFR Part 91 personal flight was operating in VFR conditions. A witness reported seeing the airplane flying low over a highway when it struck power lines that crossed the highway. The accident site is located in a gently rolling, wide mountain valley, and the power lines were about 30 feet above the highway. The cables did not break immediately, and the airplane pulled the cables free from the poles on both sides of the highway, and snapped the top six feet and cross arm off one pole, carrying the cables and debris about 100 yards to the airplane's final resting place. An examination revealed all the major airframe components and flight controls were present, and flight-control continuity was established. One propeller blade had extensive leading edge gouging, chord-wise scratches, and torsional twisting and bending. An examination of the engine revealed no preimpact mechanical anomalies. The pilot and front seat passenger, who were both seriously injured, said they had no recollection of the accident. The pilot did not indicate in his written report to the NTSB that there was any preimpact mechanical problems with the airplane.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain altitude/clearance during cruise flight, which resulted in an in-flight collision with power lines, and an uncontrolled descent and collision with terrain. A factor associated with the accident was the power lines.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	42
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	1313 hours (Total, all aircraft), 93 hours (Total, this make and model), 1213 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Maule	Registration:	N4262D
Model/Series:	M-7	Engines:	1 Reciprocating
Operator:	David Barnes	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-540
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	
Temperature:		Visibility	20 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anderson Lake, AK (OAK1)	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Lawrence R Lewis	Adopted Date:	12/20/2005
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 pubinq@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.