



Aviation Investigation Final Report

Location:	Minto, Alaska	Accident Number:	ANC23LA027
Date & Time:	March 16, 2023, 16:10 Local	Registration:	N6266E
Aircraft:	Cessna 182R	Aircraft Damage:	Substantial
Defining Event:	Unknown or undetermined	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the local flight the engine lost partial power. He applied the carburetor heat and the engine power was restored. The pilot left the carburetor heat on for the remainder of the flight. While on final approach to land, the engine lost total power. The airplane landed short of the runway and sustained substantial damage to the engine mount.

Postaccident examination of the engine revealed no evidence of any preimpact mechanical malfunctions or failures that would have precluded normal operation. The engine was started and ran normally during the postaccident examination. The reason for the reported loss of engine power could not be determined.

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 for reasons that could not be determined.

Findings

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

Factual Information

History of Flight

Landing	Unknown or undetermined (Defining event)
Landing	Landing area undershoot

On March 16, 2023, about 1610 Alaska daylight time, a Cessna 182R airplane, N6266E, sustained substantial damage when it was involved in an accident in Minto, Alaska. The pilot and passengers were not injured. The airplane was operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that they departed from the Fairbanks International Airport (FAI) Fairbanks, Alaska, to conduct a cadet orientation flight. En route to Minto Airport (51Z), Minto, Alaska, the engine loss partial power. The pilot pulled the carburetor heat on and the engine began to run normally. The pilot left the carburetor heat on for the remainder of the flight. On short final for landing at 51Z, the engine had a total loss of power. The airplane landed short of the runway and sustained substantial damage to the engine mount.

An undetermined amount of fuel was drained from both wings during recovery operations. An engine examination was performed by a National Transportation Safety Board investigator after the accident. The engine started normally and responded to throttle inputs with normal cylinder head temperature and exhaust gas temperature indications. The magneto check was completed and both magnetos were fully operational. The carburetor heat control was functional and fully operational. Air intake and exhaust connections were secure, undamaged, and no blockages were observed. Thumb compression was confirmed on all cylinders. The carburetor heat control and box was removed from the carburetor and inspected with no anomalies noted. The bottom spark plugs were removed from the engine and no anomalies were observed with the electrodes. Fuel was collected from the sump drain and carburetor bowl and no evidence of water was found. The examination of the engine and airframe revealed no evidence of any preimpact mechanical malfunctions or failures that would have precluded normal operation.

The airplane was not in the temperature region of possible carburetor icing. Reported weather at the accident site was a temperature of 6.8 F with a dew point of -9.4 F.

Pilot Information

Certificate:	Private	Age:	70,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 20, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 20, 2022
Flight Time:	3678 hours (Total, all aircraft), 61 hours (Total, this make and model), 3678 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6266E
Model/Series:	182R	Aircraft Category:	Airplane
Year of Manufacture:	1983	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18268355
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 18, 2022 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4516 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	CIVIL AIR PATROL INC	Rated Power:	230 Horsepower
Operator:	CIVIL AIR PATROL INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAFA, 430 ft msl	Distance from Accident Site:	43 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	118°
Lowest Cloud Condition:	Few / 11000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / Convective
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	N/A / Light
Altimeter Setting:	29.75 inches Hg	Temperature/Dew Point:	-14°C / -23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fairbanks, AK (FAI)	Type of Flight Plan Filed:	None
Destination:	Minto, AK	Type of Clearance:	VFR
Departure Time:	15:12 Local	Type of Airspace:	Class G

Airport Information

Airport:	Al Wright Airport 51Z	Runway Surface Type:	Gravel
Airport Elevation:	500 ft msl	Runway Surface Condition:	Snow
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	3400 ft / 75 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	65.148484,-149.36735

Administrative Information

Investigator In Charge (IIC): Ward, Mark

Additional Participating Persons: Michael Nunemaker; CAP
David Dunbar; FAA

Original Publish Date: July 24, 2024

Last Revision Date:

Investigation Class: [Class 3](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=106971>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).