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Date: 08/15/2023
Subject: ANC23FA062
Contact: Ryan Plouffe

According to Mr. Plouffe, he and the passenger planned a sightseeing flight to a remote area that he heard provided some good views. The flight to the airstrip was uneventful and smooth. After arriving to the airstrip, he wanted to perform a high pass over the airstrip to ensure the surface was suitable for landing. About ½ down the 850 ft airstrip, he initiated a go-around with the throttle, mixture, and propeller controls in the full forward position, and shortly thereafter realized the engine was not producing full power. With rising terrain ahead and the airspeed near the stall speed, he attempted to perform a forced landing on the remaining airstrip. During the forced landing, the right main landing gear impacted brush, and the airplane spun about 120° and came to rest upright. He and the passenger exited the airplane and contacted a friend for help. He stated that the engine likely experienced carburetor icing during the approach and attempted go-around and did not have time to apply carburetor heat due to his low altitude.

He stated there were no mechanical failures with the airplane and it was likely carburetor ice that caused the engine power situation and lack of climb performance.

Initially he thought the damage to the airplane was minor and was questioning whether he needed to report the event to the NTSB. Based on some conversations, he decided to call and report the event several days after the accident occurred.

--END OF CONVERSATION--