

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ANC25LA026

ENGINE EXAMINATION

July 21, 2025

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A. ACCIDENT

Location: Kenai, AK
Date: March 20, 2025
Time: 1400L
Airplane: N2527B 1946 Aeronca 7CCM

B. ENGINE EXAMINATION

IIC Mark Ward
NTSB
Anchorage, AK

C. SUMMARY

On March 20, 2025, about 1400 Alaska daylight time, a Aeronca 7CCM, N2527B, was substantially damaged when it was involved in an accident near Kenai, Alaska. The pilot was not injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

The pilot reported that during cruise flight at about 1,500 ft mean sea level the engine loss total power. The pilot initiated a forced landing on an old, abandoned access road. During the landing, the airplane collided with trees which resulted in substantial damage to the left wing.

D. DETAILS OF THE EXAMINATION



Figure 1 Accident airplane after recovery.

1.1 Fuel/Fuel System

FAA inspectors traveled to the accident site and verified the airplane had fuel on board.

During the examination, fuel was drained from the gascolator. The fuel was blue in color, and no water was observed. About one gallon of fuel was added to the nose bowl fuel tank. The gascolator bowl was removed and fuel flowed freely when the fuel valve was in the open position.

2.0 Engine Examination

Both magnetos were secure. All sparkplugs were secure. All ignition lead wires were undamaged. No observed wire chafing, rubbing, or evidence of shorting in the electrical system. All electrical connections were secured and undamaged.

The engine oil was black in color and thick in viscosity.

The engine primer was used twice, and the engine started immediately and ran smoothly. The engine oil pressure operated in the green range on the instrument panel. The engine produced full power and operated on both left and right magnetos individually with no hesitation. An engine run up check was performed, and no abnormality was observed.



Figure 2 Left side of accident engine.



Figure 3 Right side of accident airplane.

3.0 Propeller Examination

The propeller was undamaged except for a scratch from a screw that was backing out from the nose bowl.



Figure 4 Screw backing out of nose bowl of accident airplane.



Figure 5 Scratch on propeller blade.

4.0 Meteorological Information

Reported temperature from about 2 miles from the accident site was 42.8 F with a dew point of 24.8 F

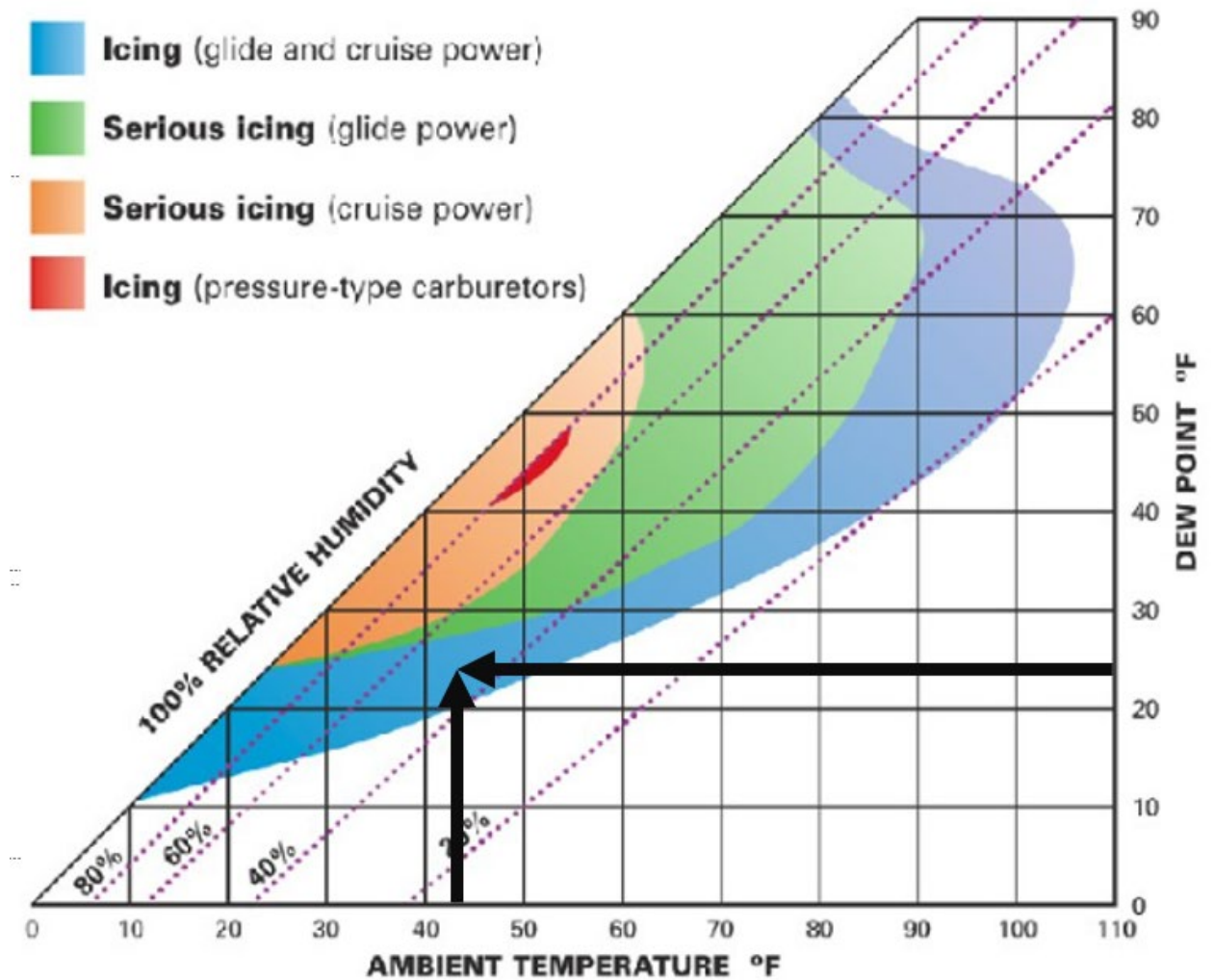


Figure 6 Carburetor icing chart.

Submitted by:

M.Ward
AAI