



National Transportation Safety Board Aviation Accident Final Report

Location:	FAIRBANKS, AK	Accident Number:	ANC00LA023
Date & Time:	02/02/2000, 1500 AST	Registration:	N6381V
Aircraft:	Stirling AIR CAM	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The commercial pilot was on a local pleasure flight in his experimental airplane. During the flight the left engine cylinder head temperature began to overheat, and he elected to shut that engine down. The pilot stated that during landing, the winds were blowing and gusting from the right. During landing roll, a wind gust lifted the right wing. The pilot added power to the operating (right) engine, the airplane departed the left side of the snow-covered runway, and struck a snow berm. The pilot wrote in his NTSB Pilot/Operator report that he could have restarted the left engine for the landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper compensation for wind conditions during the single-engine landing. Factors associated with this accident were the pilot's intentional shut down of the left engine, the right crosswind, the icy runway, and the snow berms on the edge of the runway.

Findings

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

Findings

1. ENGINE INSTRUMENTS,CYLINDER HEAD TEMPERATURE GAGE - OVERTEMPERATURE
2. (F) ENGINE SHUTDOWN - INTENTIONAL - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - ROLL

Findings

3. (F) WEATHER CONDITION - CROSSWIND
4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
6. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - BERM

Factual Information

On February 2, 2000, about 1500 Alaska standard time, an experimental Stirling Air Cam airplane, N6381V, sustained substantial damage during landing on runway 18 at the Chena Marina Airport, Fairbanks, Alaska. The solo commercial pilot was not injured. The local personal flight was operated under 14 CFR Part 91, and originated about 1430 from the Chena Marina Airport. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed.

According to an FAA inspector, the pilot stated in an interview on February 3, that during the flight the left engine cylinder head temperature began to overheat, so he elected to shut that engine down. The pilot told the FAA inspector that during landing, the winds were blowing and gusting from the right. During landing roll, a wind gust lifted the right wing. The pilot added power to the operating (right) engine, and the airplane departed the left side of the 4,700 feet long, snow-covered runway, and struck a snow berm. The airplane sustained substantial damage to both landing gear, the landing gear attachment bulkhead, and two leading edge ribs (battons).

The pilot stated in his NTSB Pilot/Operator report that there were high winds above 1,000 feet agl. He indicated that he intentionally shut down the left engine due to high cylinder head temperature. He stated that during the landing flare, a wind gust combined with a slick runway pushed the airplane to the left. He wrote that he added power on the operating (right) engine attempting to straighten the airplane, and struck the berm. He added in his report that he could have restarted the left engine for the landing.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/13/1998
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6099 hours (Total, all aircraft), 36 hours (Total, this make and model), 5791 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stirling	Registration:	N6381V
Model/Series:	AIR CAM AIR CAM	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	046
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/22/1999, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	36 Hours	Engines:	2 Reciprocating
Airframe Total Time:	36 Hours	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	914
Registered Owner:	ERIC L. STIRLING	Rated Power:	115 hp
Operator:	ERIC L. STIRLING	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:	Scattered / 9000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-7° C
Precipitation and Obscuration:			
Departure Point:	FAIRBANKS, AK (AK28)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1435 AST	Type of Airspace:	Class D

Airport Information

Airport:	CHENA MARINA (AK28)	Runway Surface Type:	Gravel
Airport Elevation:	427 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4700 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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):	MATTHEW L THOMAS	Report Date:	05/09/2001
Additional Participating Persons:	CHRIS FARNELL (FAA FSDO); FAIRBANKS, AK		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.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](#).