



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FAIRBANKS, AK	<b>Accident Number:</b>	ANC00LA023
<b>Date &amp; Time:</b>	02/02/2000, 1500 AST	<b>Registration:</b>	N6381V
<b>Aircraft:</b>	Stirling AIR CAM	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	48
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Stirling	<b>Registration:</b>	N6381V
<b>Model/Series:</b>	AIR CAM AIR CAM	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	ERIC L. STIRLING	<b>Engine Manufacturer:</b>	Rotax
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	914
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 25 knots, 250°
<b>Temperature:</b>	-7° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	FAIRBANKS, AK (AK28)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	CHENA MARINA (AK28)	<b>Runway Surface Type:</b>	Gravel
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Snow--compacted
<b>Runway Length/Width:</b>	4700 ft / 50 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): MATTHEW L THOMAS

Adopted Date: 05/09/2001

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.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.