



National Transportation Safety Board Aviation Accident Final Report

Location:	LEWISBURG, WV	Accident Number:	ATL85LA203
Date & Time:	07/02/1985, 1815 EDT	Registration:	N9818K
Aircraft:	STINSON 108-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

ACFT LOST POWER IN CRUISE FLIGHT SHORTLY AFTER TAKEOFF. DESCENT WAS BEGUN TO A FIELD FOLLOWED BY ENGINE QUITTING. DURING THE TURN TO FINAL, PILOT SAID, LEFT WING STALLED RESULTING IN HARD LANDING ON LEFT WHEEL AND LEFT WING. LATER, FUEL CAP VENTS WERE FOUND BLOCKED BY MUD DAUBER NESTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - EMERGENCY

Findings

1. (C) FUEL SYSTEM,CAP - BLOCKED(TOTAL)
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. (C) FUEL SYSTEM,VENT - BLOCKED(TOTAL)
 4. (C) AIRCRAFT SERVICE - INATTENTIVE - PILOT IN COMMAND
 5. (C) FUEL SYSTEM,VENT - FOREIGN OBJECT
 6. (C) FLUID,FUEL - STARVATION
-

Occurrence #2: HARD LANDING
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/09/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2200 hours (Total, all aircraft), 30 hours (Total, this make and model), 2088 hours (Pilot In Command, all aircraft), 267 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N9818K
Model/Series:	108-2 108-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	108-2818
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	07/01/1985, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2404 Hours	Engine Manufacturer:	FRANKLIN
ELT:	Installed, activated	Engine Model/Series:	64A-165-BB
Registered Owner:	JAMES P. LINKOUS	Rated Power:	165 hp
Operator:	JAMES P. LINKOUS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LWB, 2302 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1800 EDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 16° C
Precipitation and Obscuration:			
Departure Point:	WHITE SULPHUR, WV (SSU)	Type of Flight Plan Filed:	None
Destination:	RAVENSWOOD, WV (118)	Type of Clearance:	None
Departure Time:	1800 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON F HICKS	Report Date:	
Additional Participating Persons:	SHIRLAND D KEMP; CHARLESTON, WV		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).