



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LEWISBURG, WV	<b>Accident Number:</b>	ATL85LA203
<b>Date &amp; Time:</b>	07/02/1985, 1815 EDT	<b>Registration:</b>	N9818K
<b>Aircraft:</b>	STINSON 108-2	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	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

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)

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	35
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	STINSON	<b>Registration:</b>	N9818K
<b>Model/Series:</b>	108-2 108-2	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JAMES P. LINKOUS	<b>Engine Manufacturer:</b>	FRANKLIN
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	64A-165-BB
<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>	LWB, 2302 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 2500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 210°
<b>Temperature:</b>	20° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WHITE SULPHUR, WV (SSU)	<b>Destination:</b>	RAVENSWOOD, WV (118)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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

<b>Investigator In Charge (IIC):</b>	PRESTON F HICKS	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.