



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BOUNTIFUL, UT	<b>Accident Number:</b>	DEN84LA246
<b>Date &amp; Time:</b>	08/01/1984, 0720 MDT	<b>Registration:</b>	N8280K
<b>Aircraft:</b>	STINSON 108-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

FOLLOWING AN UNEVENTFUL RUNUP THE PILOT TOOK OFF AND WAS CLIMBING THROUGH 400 FT AGL WHEN THE ENGINE BEGAN TO LOSE POWER. THE PILOT THEN TURNED ON THE CARBURETOR HEAT, BUT IT DID NOT ALLEVIATE THE ENGINE PROBLEM. HE THEN MADE AN EMERGENCY LANDING IN A FIELD, DAMAGING THE RIGHT WING AND RIGHT LANDING GEAR. A MECHANIC WHO EXAMINED THE ENGINE FOLLOWING THE ACCIDENT STATED THAT THE CARBURETOR WAS 'FULL OF WATER.' HE ALSO SAID THAT THE PILOT HAD FUELED THE AIRPLANE USING A GI-TYPE GASOLINE CAN.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. (C) FLUID,FUEL - WATER
2. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - PILOT IN COMMAND
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/12/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	56 hours (Total, all aircraft), 56 hours (Total, this make and model), 19 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STINSON	<b>Registration:</b>	N8280K
<b>Model/Series:</b>	108-1 108-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	100 Hour	<b>Certified Max Gross Wt.:</b>	2078 lbs
<b>Time Since Last Inspection:</b>	20 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2354 Hours	<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	6A4-165-B3
<b>Registered Owner:</b>	CURTIS THURSTON	<b>Rated Power:</b>	165 hp
<b>Operator:</b>	CURTIS THURSTON	<b>Operating Certificate(s) Held:</b>	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:	Clear / 0 ft agl	Visibility	100 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0720 MDT	Type of Airspace:	Class G

## Airport Information

Airport:	BOUNTIFUL	Runway Surface Type:	Asphalt
Airport Elevation:	4220 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	
Runway Length/Width:	4200 ft	VFR Approach/Landing:	Forced Landing

## 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):	FRED R WINNINGHAM	Report Date:	
Additional Participating Persons:			
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 <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> .		

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](#).