



Aviation Investigation Final Report

Location:	HEYWORTH, Illinois	Accident Number:	CHI92LA102
Date & Time:	March 3, 1992, 16:00 Local	Registration:	N97599
Aircraft:	STINSON 108	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF AT AN ALTITUDE OF APPROXIMATELY 50 FT AGL, A LOSS OF ENGINE POWER WAS EXPERIENCED. A FORCED LANDING WAS MADE IN A FIELD DURING WHICH THE LANDING GEAR COLLAPSED. POST ACCIDENT INSPECTION FAILED TO REVEAL ANY MECHANICAL FAILURE. IT WAS NOTED THAT THE SPARK PLUGS WERE HEAVILY SOOTED. METEOROLOGICAL CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING. AUTOMOTIVE GAS WAS BEING USED IN THE AIRPLANE AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER USE OF THE CARBURETOR HEAT CONTROL WHICH RESULTED IN CARBURETOR ICE AND SUBSEQUENT LOSS OF POWER. A FACTOR RELATED TO THE ACCIDENT WAS THE CARBURETOR ICING CONDITIONS WHICH EXISTED AT THE TIME OF THE ACCIDENT.

Findings

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

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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

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

Findings

3. TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 11, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2667 hours (Total, all aircraft), 72 hours (Total, this make and model), 2667 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N97599
Model/Series:	108 108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-599
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 9, 1991 Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3019 Hrs	Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	6A4-165-B3
Registered Owner:	QUINTON, WILLIAM E.	Rated Power:	165 Horsepower
Operator:	QUINTON, WILLIAM E.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BMI ,875 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	15:45 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:59 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.31018,-88.970924(est)

Administrative Information

Investigator In Charge (IIC):	Hruban, John
Additional Participating Persons:	SCOTT BURKE; SPRINGFIELD , IL
Original Publish Date:	July 23, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=15405

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).