



# Aviation Investigation Final Report

<b>Location:</b>	ANCHORAGE, Alaska	<b>Accident Number:</b>	ANC94LA117
<b>Date &amp; Time:</b>	August 30, 1994, 22:18 Local	<b>Registration:</b>	N9130K
<b>Aircraft:</b>	STINSON 108-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRPLANE EXPERIENCED A LOSS OF ENGINE POWER WHILE IN CRUISE FLIGHT AND COLLIDED WITH TREES DURING THE FORCED LANDING IN TREE COVERED TERRAIN. THE AIRPLANE'S FUEL SELECTOR VALVE WOULD BIND WHEN ROTATED AND THERE WERE NO INDENTATIONS AT THE RIGHT, LEFT, OR OFF POSITIONS. THE FUEL SELECTOR VALVE WOULD REMAIN WHEREVER IT WAS POSITIONED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE BINDING IN THE MECHANICAL FUEL SELECTOR VALVE, AND LACK OF SUITABLE TERRAIN FOR A FORCED LANDING.

## Findings

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

Findings  
1. (C) FUEL SYSTEM,SELECTOR/VALVE - BINDING(MECHANICAL)  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. (C) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

On August 30, at 2218 Alaska daylight time, a wheel equipped Stinson 108-1 airplane, N9130K, registered to and operated by the pilot, experienced a power failure during cruise flight and was forced to land in the trees approximately 14 miles southeast of Anchorage, Alaska. The personal flight, operating under 14 CFR Part 91, departed Seldovia, Alaska, and the destination was Merrill Field in Anchorage. A VFR flight plan was filed and visual meteorological conditions prevailed. The Private Certificated Pilot and his passenger were not injured and the airplane was substantially damaged.

According to the pilot, there was no warning and no backfire and the fuel tank from which he was operating indicated 3/4 of a tank.

The airplane was inspected after it was recovered and no fuel was located in any of the fuel tanks. However, the airplane remained upside down in the trees for a few days before it was recovered. The fuel selector valve was examined and it was found to bind during rotation between all of the positions. There were no indentations at any of the positions. The available positions were "RIGHT, LEFT, and OFF." The fuel selector valve was marked with the correct positions listed but the placard was not from the original manufacturer.

No other mechanical abnormalities were found with the airplane.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55, 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>	
<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>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 27, 1993
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	224 hours (Total, all aircraft), 121 hours (Total, this make and model), 149 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STINSON	<b>Registration:</b>	N9130K
<b>Model/Series:</b>	108-1 108-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	108-2130
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 1, 1994 Annual	<b>Certified Max Gross Wt.:</b>	2230 lbs
<b>Time Since Last Inspection:</b>	9 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-435-I-C
<b>Registered Owner:</b>	MEYERS, O.T.	<b>Rated Power:</b>	190 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 6300 ft AGL	<b>Visibility</b>	60 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SELDOVIA , AK (SOV )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	(MRI )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	21:30 Local	<b>Type of Airspace:</b>	Class D;Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	61.219409,-149.849578(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kobelnyk, George
<b>Additional Participating Persons:</b>	ERIC N JACOBO; ANCHORAGE , AK
<b>Original Publish Date:</b>	May 9, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=2549">https://data.ntsb.gov/Docket?ProjectID=2549</a>

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