



Aviation Investigation Final Report

Location:	CHUGIAK, Alaska	Accident Number:	ANC98LA039
Date & Time:	April 17, 1998, 17:00 Local	Registration:	N134C
Aircraft:	Stinson 108-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was attempting to land on the 1,000 feet long by 30 feet wide gravel runway. Upon touchdown, he realized there was five to six inches of slushy snow on the gravel surface, and he attempted to abort the landing. The airplane contacted brush at the departure end of the runway, and nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable, slush-covered, runway for landing. A factor was the slush-covered runway.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
 2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - ABORTED

Findings

3. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ABORTED

Factual Information

On April 17, 1998, at 1700 Alaska daylight time, a Stinson 108-2 tailwheel airplane, N134C, sustained substantial damage during an aborted landing at the Eklutna Lake - Bold airstrip, 10 miles northeast of Chugiak, Alaska. The solo private pilot was uninjured. The airplane was owned and operated by the pilot. The flight was conducted under 14 CFR part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed.

The flight departed Merrill Field, Anchorage, Alaska, at 1600, to stop at the Bold airstrip, and then return. The pilot stated in a telephone interview with the NTSB Investigator-In-Charge on April 18, 1998, that he was attempting to land on runway 14, which measures 1,000 feet long by 30 feet wide. Upon touchdown, he realized there was five to six inches of slushy snow on the gravel runway, and he attempted to abort the landing. The airplane contacted brush at the departure end of the takeoff area, and the airplane nosed over. The elevators, wings, propeller, and fuselage were damaged.

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land	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:	December 5, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	130 hours (Total, all aircraft), 110 hours (Total, this make and model), 83 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N134C
Model/Series:	108-2 108-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	108-3134
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 8, 1997 Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2598 Hrs	Engine Manufacturer:	Franklin
ELT:	Installed, not activated	Engine Model/Series:	6A4-165-B4
Registered Owner:	BRUCE C. JONES	Rated Power:	165 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (MRI)	Type of Flight Plan Filed:	None
Destination:	BOLD , AK (A13)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BOLD-EKLOTNA LAKE STRIP A13	Runway Surface Type:	Gravel
Airport Elevation:	900 ft msl	Runway Surface Condition:	Slush covered;Snow
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	1000 ft / 30 ft	VFR Approach/Landing:	Full stop;Straight-in;Valley/terrain following

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.409603,-149.169769(est)

Administrative Information

Investigator In Charge (IIC):	Thomas, Matthew
Additional Participating Persons:	JOHNNY L POSEY; ANCHORAGE , AK
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=3131

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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](#).