



# Aviation Investigation Final Report

<b>Location:</b>	PINEDALE, Wyoming	<b>Accident Number:</b>	SEA90LA152
<b>Date &amp; Time:</b>	August 1, 1990, 09:10 Local	<b>Registration:</b>	N18YB
<b>Aircraft:</b>	BOSON STARDUSTER TOO	<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 ENGINE LOST POWER IN CRUISE FLIGHT AT 800 FT AGL, 10 MINUTES AFTER TAKEOFF. THE PILOT MADE A FORCED LANDING IN A MARSH AND NOSED OVER. POST ACCIDENT TESTS OF THE ENGINE REVEALED A FAILED IGNITION COIL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER DUE TO FAILURE OF THE IGNITION COIL, AND THE LACK OF SUITABLE TERRAIN FOR A FORCED LANDING. FAILURE OF THE IGNITION COIL RESULTING IN A TOTAL LOSS OF ENGINE POWER. THE LACK OF SUITABLE TERRAIN WAS A FACTOR RELATED TO THE ACCIDENT.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) IGNITION SYSTEM,IGNITION COIL - FAILURE,TOTAL
2. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

3. (C) TERRAIN CONDITION - NONE SUITABLE

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 1, 1990
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	27101 hours (Total, all aircraft), 52 hours (Total, this make and model), 24 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOSON	<b>Registration:</b>	N18YB
<b>Model/Series:</b>	STARDUSTER TOO STARDUSTER	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	1
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 3, 1989 Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	132 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	132 Hrs	<b>Engine Manufacturer:</b>	FORD
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	JAVELIN V-6
<b>Registered Owner:</b>	UNKNOWN	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	ROBERT E. NORRIS	<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>	JAC ,6444 ft msl	<b>Distance from Accident Site:</b>	63 Nautical Miles
<b>Observation Time:</b>	06:55 Local	<b>Direction from Accident Site:</b>	300°
<b>Lowest Cloud Condition:</b>	Scattered / 20000 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<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>	30 inches Hg	<b>Temperature/Dew Point:</b>	6°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<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>	42.860752,-109.859992(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mangum, Prentiss
<b>Additional Participating Persons:</b>	TOM GIERHART; SALT LAKE CITY , UT
<b>Original Publish Date:</b>	December 30, 1992
<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=41254">https://data.ntsb.gov/Docket?ProjectID=41254</a>

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