



Aviation Investigation Final Report

Location:	BEND, Oregon	Accident Number:	SEA94LA204
Date & Time:	August 4, 1994, 14:05 Local	Registration:	N6276M
Aircraft:	STINSON 108-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT MADE TWO APPROACHES TO THE AIRPORT IN AN ATTEMPT TO LAND. BOTH TIMES, SHE MADE GO-AROUNDS. DURING THE SECOND GO-AROUND, THE PILOT DID NOT SHUT OFF THE CARBURETOR HEAT. SHE NOTED A DECREASE IN ENGINE PERFORMANCE AND THAT THE AIRPLANE WOULD NOT CLIMB. SHE DECIDED TO PERFORM A PRECAUTIONARY LANDING IN A FIELD. HOWEVER, DURING THE LANDING, THE AIRPLANE ENCOUNTERED ROUGH TERRAIN AND WAS SUBSTANTIALLY DAMAGED AFTER THE LANDING GEAR COLLAPSED. AN EXAMINATION OF THE ENGINE DID NOT REVEAL ANY EVIDENCE OF PREIMPACT MECHANICAL MALFUNCTION. THE CARBURETOR HEAT VALVE WAS FOUND IN THE OPEN POSITION.

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 BY THE PILOT, WHICH RESULTED IN A LOSS OF ENGINE PERFORMANCE. A FACTOR RELATED TO THE ACCIDENT WAS: ROUGH TERRAIN IN THE EMERGENCY LANDING AREA.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: GO-AROUND (VFR)

Findings

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - RESTRICTED
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On August 4, 1994, about 1405 Pacific daylight time, a Stinson 108-3, N6276M, operated by the owner/pilot, was substantially damaged during a precautionary landing in Bend, Oregon. The private pilot, the sole occupant, received minor injuries. Visual meteorological conditions prevailed and a VFR flight plan was not filed. The personal flight departed from Sunriver, Oregon, and was conducted under 14 CFR 91.

According to the pilot during an interview one day after the accident, light and variable winds were reported by the unicom frequency after the pilot requested an airport advisory for landing at the Bend Municipal Airport. The pilot stated that she approached runway 34, touched down, bounced, and decided to execute a go-around. She entered downwind for runway 34 again, and then decided to land on runway 16 instead. She "...overshot the runway" during the approach and executed another go-around.

The pilot stated that she raised the flaps during the go-around, but could not remember cutting off the carburetor heat.

The pilot stated that the airplane was not climbing and the engine could not generate full power. In a written statement, she stated that she was "scared" at this time, so she performed a precautionary landing in a field. During the landing, the landing gear collapsed as the airplane rolled along rough terrain and was substantially damaged.

An examination of the engine (report attached) by an FAA aviation safety inspector from Hillsboro, Oregon, did not reveal any evidence of a pre-impact mechanical malfunction. The examination also revealed that the carburetor heat valve was found in the open position.

Pilot Information

Certificate:	Private	Age:	54, 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:	July 23, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	368 hours (Total, all aircraft), 56 hours (Total, this make and model), 265 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N6276M
Model/Series:	108-3 108-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-4206
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 1, 1993 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	33 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2615 Hrs	Engine Manufacturer:	FRANKLIN
ELT:		Engine Model/Series:	6A4-165-B3
Registered Owner:	LOVE, JANET E.	Rated Power:	165 Horsepower
Operator:	LOVE, JANET 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:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	14:05 Local	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:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SUNRIVER , OR (S21)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BEND MUNI S07	Runway Surface Type:	Asphalt
Airport Elevation:	3453 ft msl	Runway Surface Condition:	Dry;Soft
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5005 ft / 75 ft	VFR Approach/Landing:	Precautionary landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	44.069458,-121.249664(est)

Administrative Information

Investigator In Charge (IIC):	Guzzetti, Jeffrey
Additional Participating Persons:	LORI BRAND; HILLSBORO , OR
Original Publish Date:	July 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41993

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).