Aviation Investigation Final Report

Location:	Heyburn, Idaho	**Accident Number:**	SEA02LA103
Date & Time:	June 16, 2002, 13:00 Local	**Registration:**	N8849K
Aircraft:	Stinson 108-1	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the engine was running good during the run up and takeoff but climb was slow. Without warning, the engine began sputtering and the pilot was able to keep the engine running with the primer for a short time. The pilot initiated a forced landing to a field where during the landing roll, the airplane was substantially damaged. Post-accident inspection of the engine found that a non-approved cork type material gasket was used around the gascolator that had disintegrated and plugged the fuel line. After the material was removed, the engine was run under normal operating conditions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A blocked fuel line due to a gasket that had disintegrated and blocked the fuel line.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) FUEL SYSTEM,LINE - BLOCKED(TOTAL)
2. (C) MISCELLANEOUS,BOLT/NUT/FASTENER/CLAMP/SPRING - DISINTEGRATED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings
3. TERRAIN CONDITION - GROUND

Factual Information

On June 16, 2002, approximately 1300 mountain daylight time, a Stinson 108-1 airplane, N8849K, registered to and being flown by a private pilot, was substantially damaged in a forced landing following a loss of engine power after takeoff from runway 02 at Burley Municipal Airport, Burley, Idaho. The forced landing site was in a field in Heyburn, Idaho, approximately 1 mile east of the airport. The pilot, who was the airplane's sole occupant, was not injured in the accident. Visual meteorological conditions were reported at Burley Municipal at 1153 and at 1253, and no flight plan had been filed for the 14 CFR 91 personal flight bound for Salt Lake Municipal Airport #2, West Jordan, Utah.

In a written statement, the pilot reported that "the engine was running good during run up and takeoff but climb was slow, then without warning the engine began sputtering and I was able to keep it running with the primer for a short time[,] long enough to change direction and get to a vacant field." The temperature at Burley Municipal (elevation 4,150 feet) was reported as 30 degrees C at 1253.

According to the FAA aircraft registry, the accident airplane was equipped with a Franklin 6A4150 series engine rated at 150 HP. Preliminary accident notification information indicated that the airplane had an FAA Supplemental Type Certificate (STC) authorizing use of automotive gasoline.

Post-accident inspection of the engine by a Federal Aviation Administration Inspector from the Boise, Idaho, Flight Standards District Office, reported that a non-approved cork type material gasket was used around the gascolator that had disintegrated and plugged the fuel line. After the material was removed, the engine was run under normal operating conditions.

Pilot Information

Certificate:	Private	**Age:**	51,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--no waivers/lim.	**Last FAA Medical Exam:**	June 7, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	May 26, 2002
Flight Time:	1512 hours (Total, all aircraft), 322 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	**Registration:**	N8849K
Model/Series:	108-1	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	108-1849
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	April 29, 2002 Annual	**Certified Max Gross Wt.:**	2230 lbs
Time Since Last Inspection:	20 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2520 Hrs at time of accident	**Engine Manufacturer:**	Franklin
ELT:	Installed, not activated	**Engine Model/Series:**	6A-4150-B3
Registered Owner:	Floyd W. George	**Rated Power:**	150 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

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**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	33°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Burley, ID (BYI)	**Type of Flight Plan Filed:**	None
Destination:	West Jordan, UT (U42)	**Type of Clearance:**	None
Departure Time:	12:55 Local	**Type of Airspace:**	Class E

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:**	42.54861,-113.75

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	Chester C Waite; FAA-FSDO; Boise, ID
Original Publish Date:	April 8, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=54952