



# Aviation Investigation Final Report

<b>Location:</b>	LAPORTE, Indiana	<b>Accident Number:</b>	CHI82DA272
<b>Date &amp; Time:</b>	July 24, 1982, 16:45 Local	<b>Registration:</b>	N97904
<b>Aircraft:</b>	STINSON 108-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

THE PILOT/MECHANIC WAS PREPARING TO MAKE AN ANNUAL INSPECTION OF THE AIRCRAFT. HE WAS IN THE PROCESS OF FLIGHT TESTING THE PLANE TO FIND DEFECTS WHEN ENGINE STOPPAGE OCCURRED. WHILE LANDING IN A BEAN FIELD. THE LEFT TIRE BLEW OUT AND THE LEFT GEAR DUG INTO THE SOIL AND COLLAPSED. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE FUEL SELECTOR WAS POSITIONED TO THE LEFT TANK WHICH WAS EMPTY. THE RIGHT TANK STILL CONTAINED ABOUT 13 GALLONS OF FUEL. THE PILOT STATED THAT THE OWNER HAD NOT ADVISED HIM THAT THE FUEL QUANTITY GAUGES WERE NOT READING CORRECTLY. HE REPORTED THAT THE GAUGES INDICATED 3/4 FULL WHEN HE INITIALLY TOOK OFF AND THAT THE ENGINE LOST POWER A SHORT TIME LATER. ALSO, HE REPORTED THAT HE FORGOT TO SWITCH FUEL TANKS AFTER HE LOST ENGINE POWER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

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

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. (F) UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - COMPANY/OPERATOR MANAGEMENT
4. (C) FLUID,FUEL - STARVATION
5. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
6. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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Occurrence #3: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

Findings  
7. (F) TERRAIN CONDITION - SOFT  
8. LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<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>	August 8, 1980
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3881 hours (Total, all aircraft), 50 hours (Total, this make and model), 3766 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STINSON	<b>Registration:</b>	N97904
<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>		<b>Serial Number:</b>	108904
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2100 lbs
<b>Time Since Last Inspection:</b>	6 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1805 Hrs	<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	64A-150-B3
<b>Registered Owner:</b>	CHARLES VERHOSTRA	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	ROBERT R. SWANK	<b>Operating Certificate(s) Held:</b>	
<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>	Clear	<b>Visibility</b>	15 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>	30 inches Hg	<b>Temperature/Dew Point:</b>	80°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LAPORTE , IN	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	LAPORTE , IN	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Soft;Vegetation
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	41.599723,-86.709632(est)

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** July 24, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=71366>

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