



Aviation Investigation Final Report

Location:	NEAR SPARREVOHN, Alaska	Accident Number:	ANC83LA002
Date & Time:	October 2, 1982, 00:18 Local	Registration:	N97451
Aircraft:	ROCKWELL INTERNATIONAL STINSON 108	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT AFTER SHOOTING A MOOSE IN THE MORNING, QUARTERING THE ANIMAL AND CARRYING THE MEAT TO THE AN UNIMPROVED LANDING/TAKEOFF AREA HE WALKED BACK TO HIS CABIN FOR HIS AIRCRAFT. UPON HIS RETURN, HE LANDED AND LOADED 2 QUARTERS INTO THE BACK SEAT. IT WAS NOW 5:30PM AND STARTING TO SNOW. HE TAXIED FOR TAKEOFF WITHOUT ACCOMPLISHING A RUN-UP. WHILE TAXIING HE EXPERIENCED DIFFICULTY WITH THE WINDSHIELD FOGGING AND ALTHOUGH IN A HURRY MANAGED TO CLEAN THE WINDSHIELD. WHEN HE REACHED THE END OF THE STRIP HE IMMEDIATELY BEGAN THE TAKEOFF. THE AIRCRAFT FAILED TO ACCELERATE PROPERLY DURING TAKEOFF AND SETTLED BACK TO THE SURFACE AT THE END OF THE STRIP. THE PILOT BELIEVED THAT CARBURETOR ICE AND ROUGH RUNWAY CONTRIBUTED TO THE LACK OF ACCELERATION.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) FUEL SYSTEM,CARBURETOR - ICE
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. (C) FATIGUE - PILOT IN COMMAND
4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
5. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
6. (C) SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Student	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		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:	May 18, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	159 hours (Total, all aircraft), 77 hours (Total, this make and model), 124 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL INTERNATIONAL	Registration:	N97451
Model/Series:	STINSON 108 STINSON 10	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	108451
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	145 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-435C
Registered Owner:	JOHN D. SHOCKLEY	Rated Power:	190 Horsepower
Operator:	JOHN D. SHOCKLEY	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	6 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	33°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	28°C
Precipitation and Obscuration:	N/A - None - Snow		
Departure Point:	NEAR SPARREVOHN, AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:18 Local	Type of Airspace:	

Airport Information

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

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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: October 2, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71932>

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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](#).