

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL	TIME 1000	DATE 01/30/2019												
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	SYMBOL	INITIALS										
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Scott Serverson - Private Pilot Certificate [REDACTED]														
SUBJECT N97969 Accident Shawano, WI Pilot Interview														
DIGEST On January 30, 2019 a phone interview was conducted with Scott Severson in regards to the aircraft accident which he was pilot-in-command of N97969 a Stinson 108 which occurred on January 19, 2019.														
Pilot History:														
Total Time: 3465	Make & Model: 22													
Year: 210	Medical: 1st 06/06/2017													
90 Days: 35	BFR: 08/2018 CFI Massman													
30 Days: 15	Landing Currency: 01/19/2019													
* Log book and certificates were lost in the accident scene														
Scott stated that on January 18, 2019 he went to bed at 2130 and woke up on January 19, 2019 at 0630. He stated that he felt good and he was not taking any medication. He lives on 38WI where the aircraft is based and checked the weather (via computer) and coordinated with his passengers to pick them up at Waupaca (KPCZ) 1030 for the flight to Iron Mountain (KIMT). He then stated he went to preheat the aircraft and while conducting a preflight of the aircraft. During the preflight he noted that he sumped the fuel tanks, and check oil.														
He started the aircraft and performed a runup all satisfactorily before conducting three takeoffs and landings at 38WI, after the third landing Ann his wife was loaded into the front seat for the 7 minute flight to Waupaca. He landed on runway 10 and taxied to the Red-barn Hangar on time at 1030. Fuel on board was 26 gallons.														
CONCLUSION, ACTION TAKEN, OR REQUIRED														
DATE	TITLE	SIGNATURE												

After a shutdown was completed the passengers were loaded, Scott (Left Front), David (Right Front), Ann (Left Rear) and Andy (Right Rear). He briefed the passengers regarding the use of the doors, seat belts and specifically briefed David to remain clear of the controls as he is tall. He then started and taxied to runway 10, a run-up was performed, checking the magnetos and carburetor heat - "everything looked good".

During the takeoff while advancing the throttle 1/2-3/4 forward with the tail just coming up the engine made a stumble or spitting noise and Scott aborted the takeoff. He put the tail down and noticed David's feet in the way of the rudder pedals. He taxied back for takeoff and briefed David to remain clear of the rudder pedals. Another run-up was conducted and he leaned the mixture, then did a magneto check 3 xs - no issue, carburetor heat was checked good. Mixture was pushed forward to FULL rich and takeoff was normal and the "engine purred like a kitten" as he turned towards IMT. A climb was conducted to 3000 feet MSL and the mixture was leaned a little. He was just switched to the left tank.

It was a rough (bumpy) day with strong headwinds and Scott was comparing GPS systems with David when the engine experienced a momentary and substantial loss of RPM. Confirmed on the RPM gauge cruise was 2300 rpm and the needle fell somewhere in the range of 1500 rpm. The loss of rpm caught the attention of all persons on board, even Ann (a non pilot) stated concern. Scott pushed the mixture to full rich, carburetor heat on and switched fuel tanks to the right. The engine recovered as fast as it stumbled and ran good. He left the carburetor heat on for 3 minutes and then slowly pushed it back to cold, 2 minutes after that the engine stopped (did not windmill) horizontally - indicated airspeed was 110 mph.

Scott pushed the starter and it did not engage. He knew an emergency landing needed to take place and he was headed for a road as they were located over an area of forest. He pitched for the best glide, briefed the passengers and asked for any ideas. He turned off the fuel and opened his door. First impact was tail low in the top of the trees as he pulled hard back on the stick. As the aircraft went through the tree tops he pitched forward on the stick and bounced on the road coming to a rest upside down in a ditch. They exited through the aircraft door, minor injuries bruises and scratches reported for David, Ann and Andy. Scott sustained a fracture to his neck.