



Aviation Investigation Final Report

Location:	ELWOOD, Indiana	Accident Number:	CHI91LA251
Date & Time:	August 4, 1991, 10:00 Local	Registration:	N8619K
Aircraft:	STINSON 108-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID THAT AFTER HITTING A HUMP IN THE RUNWAY DURING TAKEOFF AND BECOMING PREMATURELY AIRBORNE, HE WAS UNABLE TO ATTAIN A POSITIVE CLIMB. THE ACFT MUSHED BACK INTO AN ADJACENT CORNFIELD. THE PILOT SAID THIS WAS HIS FIRST ATTEMPT TO TAKEOFF WITH A REAR SEAT PASSENGER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A PREMATURE LIFT-OFF WHICH RESULTED IN A MUSH/STALL. A FACTOR RELATED TO THE ACCIDENT WAS LACK OF TOTAL EXPERIENCE IN TYPE OF OPERATION.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) LIFT-OFF - PREMATURE
2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 19, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	177 hours (Total, all aircraft), 159 hours (Total, this make and model), 123 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N8619K
Model/Series:	108-1 108-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	108-1619
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	FRANKLIN
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	6A4-150-B3
Registered Owner:		Rated Power:	150 Horsepower
Operator:	HUNT, DAVID A.	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:	Day
Observation Facility, Elevation:	MIE ,937 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	100°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	MCCORDVILLE , IN (1Z1)	Type of Clearance:	None
Departure Time:	09:58 Local	Type of Airspace:	Class G

Airport Information

Airport:	ELWOOD 311	Runway Surface Type:	Grass/turf
Airport Elevation:	866 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2300 ft / 300 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	40.269313,-85.82965(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: WILLIS ZIESE;

Original Publish Date: December 14, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15148>

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](#).