



# Aviation Investigation Final Report

<b>Location:</b>	OLATHE, Kansas	<b>Accident Number:</b>	CHI92LA148
<b>Date &amp; Time:</b>	May 12, 1992, 18:50 Local	<b>Registration:</b>	N9694K
<b>Aircraft:</b>	STINSON 108-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT REPORTED A SEVERE SHUDDERING SHORTLY AFTER DEPARTING THE TRAFFIC PATTERN. POST ACCIDENT INSPECTION REVEALED THAT 7 INCHES OF ONE PROPELLER TIP HAD SEPARATED IN FLIGHT, CAUSING SEVERE IMBALANCE AND VIBRATION. THE PROPELLER TIP SEPARATED AT A REPAIR SCARF JOINT GLUE LINE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IN FLIGHT SEPARATION OF THE PROPELLER TIP. AN ASSOCIATED FACTOR IS THE ROUGH AND UNEVEN TERRAIN.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 14, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	422 hours (Total, all aircraft), 20 hours (Total, this make and model), 422 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STINSON	<b>Registration:</b>	N9694K
<b>Model/Series:</b>	108-2 108-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	108-2694
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 1, 1991 Annual	<b>Certified Max Gross Wt.:</b>	2078 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	150-B-3
<b>Registered Owner:</b>	HAUSER, DAVID A.	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	HAUSER, DAVID A.	<b>Operating Certificate(s) Held:</b>	None
<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>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	355°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	24°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	TOPEKA , KS	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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 Serious	<b>Latitude, Longitude:</b>	38.839378,-94.77993(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	La belle, James
<b>Additional Participating Persons:</b>	RICHARD J CODDINGTON; KANSAS CITY , MO
<b>Original Publish Date:</b>	July 26, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=15443">https://data.ntsb.gov/Docket?ProjectID=15443</a>

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