



Aviation Investigation Final Report

Location:	ASPEN, Colorado	Accident Number:	DEN83LA088
Date & Time:	March 30, 1983, 15:41 Local	Registration:	N434C
Aircraft:	STINSON 108-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE INBOUND, THE PLT CHECKED THE ATIS WHICH WAS REPORTING A WIND FROM 350 DEG AT 10 KTS. HE CONTINUED INBOUND, AND WHEN HE CHECKED WITH THE TOWER, THE WIND WAS FROM 350 DEG AT 6 KTS. THE PLT WAS CLEARED TO LAND ON THE RWY OF HIS CHOICE, HE STATED THAT HE ELECTED TO LAND ON RWY 15 INSTEAD OF RWY 33, SINCE RWY 15 SLOPED UPHILL. REPORTEDLY, AT APRC 75 FT AGL, THE ACFT ENCOUNTERED TURBULENCE & A DOWNDRAFT OR WIND SHEAR. THE PLT APPLIED POWER, BUT THE ACFT TOUCHED DOWN IN A 3-POINT ATTITUDE, THEN BECAME AIRBORNE AGAIN TO ABOUT 30 FT AGL. HE ELECTED TO CONTINUE THE LANDING SINCE THERE WAS SUFFICIENT RWY REMAINING. HOWEVER, THE ACFT ENCOUNTERED TURBULENCE AGAIN & THEN AFTER IT TOUCHED DOWN A GUST OF WIND WAS ALSO ENCOUNTERED. SUBSEQUENTLY, THE ACFT WENT OFF THE SIDE OF THE RWY ONTO SNOW COVERED TERRAIN & NOSED OVER.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TURBULENCE
4. (F) WEATHER CONDITION - WINDSHEAR
5. (F) WEATHER CONDITION - GUSTS
6. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

7. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

9. (F) TERRAIN CONDITION - SNOW COVERED

Factual Information

Pilot Information

Certificate:	Private	Age:	30, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 19, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	61 hours (Total, all aircraft), 61 hours (Total, this make and model), 27 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N434C
Model/Series:	108-2 108-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-3434
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2078 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	FRANKLIN
ELT:	Not installed	Engine Model/Series:	165HC
Registered Owner:	RONALD E. MURPHY	Rated Power:	165 Horsepower
Operator:		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:	ASE ,7793 ft msl	Distance from Accident Site:	
Observation Time:	15:46 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RIFLE , CO (RIL)	Type of Flight Plan Filed:	None
Destination:	ASPEN , CO (ASE)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	ASPEN ASE	Runway Surface Type:	Asphalt
Airport Elevation:	7793 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	6001 ft / 80 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	39.190834,-106.819885(est)

Administrative Information

Investigator In Charge (IIC): Greaves, Thomas

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16058>

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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](#).