



Aviation Investigation Final Report

Location:	FALCON, Colorado	Accident Number:	DEN92LA061
Date & Time:	June 19, 1992, 14:00 Local	Registration:	N9151K
Aircraft:	STINSON 108-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT WAS DEPARTING ON A CROSS COUNTRY FLIGHT FROM AN AIRPORT AT 6,000 FEET ABOVE SEA LEVEL. THE DENSITY ALTITUDE WAS 9,000 FEET AND THE AIRCRAFT WAS ESTIMATED TO BE AT OR NEAR MAXIMUM GROSS WEIGHT. THE RUNWAY SLOPED UP AND THE TERRAIN OFF THE END OF THE RUNWAY SLOPED UP. THE AIRCRAFT BECAME AIRBORNE, CLIMBED TO APPROXIMATELY 50 FEET AND THEN SETTLED. THE PILOT ESTIMATED THAT THE AIRCRAFT STALLED AT APPROXIMATELY 35 FEET AND IMPACTED OFF THE END OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADVERTENT STALL DURING INITIAL CLIMB FOLLOWING TAKEOFF.

Findings

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

Findings

1. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. (F) TERRAIN CONDITION - RISING

Factual Information

Pilot Information

Certificate:	Private	Age:	49, 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--no waivers/lim.	Last FAA Medical Exam:	September 7, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	357 hours (Total, all aircraft), 38 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N9151K
Model/Series:	108-1 108-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	108-2151
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 10, 1992 Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:	51 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2248 Hrs	Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	6A4-150-B3
Registered Owner:	GLEN A. DESPLINTER	Rated Power:	150 Horsepower
Operator:	GLEN A. DESPLINTER	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	65 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(00V)	Type of Flight Plan Filed:	None
Destination:	PHILLIPSBURG , KS (PHG)	Type of Clearance:	None
Departure Time:	13:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	MEADOW LAKE 00V	Runway Surface Type:	Asphalt
Airport Elevation:	6880 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	
Runway Length/Width:	4150 ft / 30 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 1 None	Latitude, Longitude:	39.030754,-104.479667(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	WALT WISE; DENVER , CO
Original Publish Date:	July 29, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18216

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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](#).