



Aviation Investigation Final Report

Location:	SANTA ROSA, New Mexico	Accident Number:	DEN99LA050
Date & Time:	March 8, 1999, 10:40 Local	Registration:	N8470K
Aircraft:	Stinson 108-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot landed on runway 26, and was turning to taxi to the tie-down area. He said that a gust of wind blew the airplane over onto its back. Both wings were damaged and the vertical stabilizer was bent. The airport manager reported that the wind was 270 degrees at 25 knots, with gusts to 35 knots, at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The unfavorable wind gust which inverted the airplane while taxiing.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: TAXI

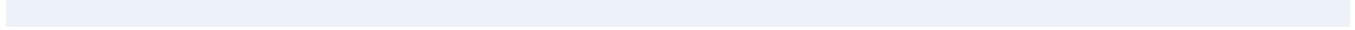
Findings

1. (C) WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI

Findings

2. TERRAIN CONDITION - GROUND



Factual Information

On March 8, 1999, approximately 1040 mountain standard time, a Stinson 108-1, N6470K, was substantially damaged during taxiing at the Santa Rosa Municipal Airport, Santa Rosa, New Mexico. The private pilot, the sole occupant in the airplane, was not injured. The airplane was being operated by the owner under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country flight which originated from Hereford, Texas, approximately 70 minutes before the accident. No flight plan had been filed.

According to the pilot, he had just landed on runway 26 and was turning to taxi to the tie-down area. He said that a gust of wind blew the airplane over onto its back. Both wings were damaged and the vertical stabilizer was bent. The airport manager reported that the wind was 270 degrees at 25 knots, with gusts to 35 knots, at the time of the accident.

The previous owner reported that the pilot purchased the airplane in February of 1998. FAA records indicate that the pilot received his private pilot certificate on April 30, 1998. The Investigator-In-Charge (IIC) made several attempts to talk with the pilot, which were not successful. The IIC could not determine how many hours the pilot had in the airplane.

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 12, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	266 hours (Total, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N8470K
Model/Series:	108-1 108-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-1470
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 1, 1999 100 hour	Certified Max Gross Wt.:	2078 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2130 Hrs	Engine Manufacturer:	Franklin
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	6A4-150-B3
Registered Owner:	JAMES C. ROW	Rated Power:	150 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:	Q58 ,4064 ft msl	Distance from Accident Site:	65 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	65°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	27 knots / 32 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	11°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HEREFORD , TX (HRX)	Type of Flight Plan Filed:	None
Destination:	(Q58)	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	SANTA ROSA MUNICIPAL APT Q58	Runway Surface Type:	Asphalt
Airport Elevation:	4782 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4400 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.93914,-104.670143(est)

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	JOHN SANDERS; ALBUQUERQUE , NM
Original Publish Date:	October 13, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=45868

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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](#).