



Aviation Investigation Final Report

Location:	MINDEN, Nevada	Accident Number:	LAX00LA255
Date & Time:	July 8, 2000, 13:35 Local	Registration:	N264C
Aircraft:	Stinson 108-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

After landing, the airplane was taxied back for departure. The airplane yawed to the left after application of power and the pilot corrected with right rudder. The takeoff was proceeding normally when the tail suddenly veered to the left and then to the right. The pilot thought he encountered a dust devil or gust of wind. At this time the airplane was 2 to 3 feet in the air and headed about 50 to 70 degrees to the runway heading. He did not feel it prudent to attempt to realign with the runway and continued straight ahead. About 50 feet past the edge of the runway, the propeller and wheels began contacting sage brush that was 2 to 5 feet high. The airplane descended into the ground and nosed over onto its back.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to compensate for a sudden wind shift resulting in a loss of directional control and collision with high vegetation.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF

Findings

1. (F) WEATHER CONDITION - SUDDEN WINDSHIFT
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF

Findings

4. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On July 8, 2000, about 1335 hours Pacific daylight time, a Stinson 108-2, N264C, sustained substantial damage when it departed the runway and nosed over during takeoff from Douglas County Airport, Minden, Nevada. The owner operated the airplane as a demonstration flight under the provisions of 14 CFR Part 91. The certified flight instructor and private pilot passenger were not injured. The flight originated in Carson City, Nevada, about 1310. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot stated they flew to Minden and completed a landing. The airplane was taxied back for departure on runway 34. He stated the airplane yawed to the left as he expected after application of power and he corrected with right rudder. He said the takeoff was proceeding normally when the tail suddenly veered to the left and then to the right. He thought he encountered a dust devil or gust of wind. At this time the airplane was 2 to 3 feet in the air and headed about 50 to 70 degrees to the runway heading. He did not feel it prudent to attempt to realign with the runway and continued straight ahead. About 50 feet past the edge of the runway, the propeller and wheels began contacting sage brush that was 2 to 5 feet high. The airplane descended into the ground and nosed over onto its back. The pilot noted the density altitude was nearly 7,000 feet. He also noted that subsequent inspection revealed the air intake was almost completely filled with sage brush needles.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	69, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 12, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	11361 hours (Total, all aircraft), 29 hours (Total, this make and model), 10278 hours (Pilot In Command, all aircraft), 105 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:	N264C
Model/Series:	108-2 108-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	1083264
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 1, 1999 Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:	63 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2159 Hrs	Engine Manufacturer:	Franklin
ELT:	Installed	Engine Model/Series:	GA4-165-B3
Registered Owner:	MALCOM REDWINE	Rated Power:	165 Horsepower
Operator:	WILLIAM E. YODER	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:	TVL ,6264 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	70°C / 37°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CARSON CITY , NV (MEV)	Type of Flight Plan Filed:	None
Destination:	(MEV)	Type of Clearance:	None
Departure Time:	13:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	MINDEN-TAHOE MEV	Runway Surface Type:	Asphalt
Airport Elevation:	4717 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	7395 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.010456,-119.749679(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	GARY HAMLIN; RENO , NV
Original Publish Date:	October 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49655

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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](#).