



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR15LA223
Aircraft Registration & Make/Model: N6152M; Stinson 108-3
Accident Location: Las Vegas, Nevada
Accident Date: July 25, 2015

Note: The following interviews were documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Dustin Belinsky
Pilot of Accident Airplane

Interview date and time: August 3, 2015; 1750 PDT

Justine Harrison, Mr. Belinsky's attorney, was present during the interview.

According to the pilot, before departing on the accident flight he ran the engine up and verified the airplane was functioning normally. He added that he typically takes his time going over "every nut and bolt." Prior to departure he completed an engine run-up at the northwest section of the airport and then contacted the air traffic control tower for departure. The controller instructed the pilot to cross runway 07 for runway 12R. The pilot read back the instructions and proceeded to runway 12R. After he crossed over runway 07 the tower controller cleared the pilot for a departure from runway 12R left traffic. After the pilot reached the departure runway, he extended one notch of flaps and added power. The airplane lifted off the ground about mid-field and about 80 mph. When the airplane reached approximately 800 feet and was abeam the runway 30R numbers, the pilot began a left turn at which time the airplane "slowed down and quit climbing, but the motor was still turning." The pilot remarked that the engine was also running

rough and the airplane shook. The pilot decreased the airplane's angle of attack to troubleshoot the loss of power, which provided him with additional power, but "not enough to continue to climb." Mr. Belinski stated that he also scanned the instrument panel at this time and observed no abnormal readings. He then contacted the tower and asked if he could "come back to 30." The air traffic controller approved the request and the pilot started a descent. During the left turn to runway 30 the airplane started to "sink." The pilot observed some buildings and an aircraft boneyard ahead of him, which was preceded by a large open tarmac. He retracted the throttle to reduce engine power and configure the airplane to land. Mr. Belinsky deployed full flaps and placed the airplane in a slip maneuver during the descent to land. During the approach, the pilot retracted the flaps to "get more speed" and subsequently deployed "some" flaps before touchdown. After the airplane touched down he retracted the flaps and maneuvered the airplane to avoid concrete barrels and light poles. The airplane then impacted a fence and flipped over inverted. The pilot stated that he needed "50 more feet" to stop the airplane.

This record was read to the pilot who agreed with its contents.

Interview #1 Summary

Dustin Belinsky
Pilot of Accident Airplane

Interview date and time: September 15, 2015; 1330 PDT

Justine Harrison, Mr. Belinsky's attorney, was present during the interview.

Mr. Belinsky stated that he owns acreage on a dirt strip in Pahrump, Nevada where is sometimes stores the airplane. The airplane was primarily stored at Triangle Airpark (AZ50), White Hills, Arizona and sometimes in North Las Vegas. He added that he does business all over the southwest, but flies recreationally.

According to Mr. Belinsky, he had searched for an airplane for about 6 years before he purchased the accident airplane around 2011. After traveling to the east coast to review N6152M, the pilot "thought it over" for 4-5 months and then purchased the airplane in the winter of 2011 or 2012. He did not employ a mechanic to conduct a prebuy inspection of the airplane because "friends of his with vintage aviation experience" were "sure of it." According to Mr. Belinsky, his friends told him that the airplane was old and would be a project as it required some "TLC." He added that the airplane was in "impeccable" condition. His friends disassembled the airplane and transported it to Arizona on the bed of a truck.

Mr. Belinsky stated that he was introduced to Bill Reid and John McFarland, who both performed maintenance work on the airplane, through mutual friends. The pilot was also asked multiple questions related to the condition of the airplane engine. He stated that he did not add the red wire to the engine or make any adjustments to the magnetos. Based on his recollection,

the only maintenance work he performed on the airplane involved cleaning the engine, adding air to the tires and fluid to the brakes and oil changes.

A review of the engine logbook revealed multiple tachometer time discrepancies. Mr. Belinski stated that the tachometer was replaced in the mid 1990's and believes that some of the aircraft tachometer entries in the aircraft logbooks are erroneous as they recorded tachometer times in thousands of hours. At the time of the accident the airplane had accumulated 328.24 flight hours based on the tachometer, which records time in the hundredths.

Before the accident the pilot had flown from Pahrump, Nevada to North Las Vegas Airport (VGT), North Las Vegas, Nevada. According to the pilot, he refueled the airplane on March 13, 2015 in Carson City, Nevada before he flew along the east side of the Sierra Nevada mountain range. He then stopped at two airports before he arrived at VGT where he dropped off passengers and subsequently departed for Pahrump.

The pilot was asked to describe the run-up and magneto check that he performed on the day of the accident. According to the pilot, he ran the engine up to 1700 rpm and observed that neither magneto dropped more than 50 rpm during his magneto check. In addition, he verified that the control surfaces functioned normally, the carburetor heat was working, and that that instrument panel gauges appeared normal. The pilot stated that he never had any prior issues with the mixture control lever.



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Interview #1 Summary

William Reid

Airframe and Powerplant Mechanic for N6152M

Interview date and time: October 6, 2015; 1237 PDT

Interviewer was Stein.

Attendees included FAA Inspectors Carey Atnit and John Ceresna from the Las Vegas, Nevada Flight Standards District Office.

According to Mr. Reid, he completed an annual inspection on N6152M about "a year and a half ago." The owner flew the airplane to White Hill, Arizona where Mr. Reid performed the inspection. Mr. Reid added that he used a hangar to conduct annual inspections as they would not "allow" him to conduct inspections at the airport in Boulder City, Nevada. The mechanic stated that he could not recall many details from the inspection as it had been a year and a half since he worked on the airplane. He never took any photos of the airplane during the inspection, but remembered that the airplane was orange and white, the engine was 65 horsepower and the condition appeared "normal as far as [he] could tell." Mr. Reid reported that the inspection was

completed over the course of a weekend and added that he "nothing that [he] saw was out of the ordinary." He employed the services of another airframe and powerplant mechanic named Joe Leonard who prepared the airplane for inspection. They used a Stinson maintenance manual and parts manual to assist them during the inspection. As part of the annual he cleaned the engine and inspected the magnetos, cylinder, and carburetor. He further remarked that he "might" have changed the air cleaner and cleaned and gapped the spark plugs.

The mechanic had not spoken to the accident pilot since June or July 2015 when they discussed scheduling another annual inspection. He added that about 80% of the airplanes he works on are Cessna products. According to Mr. Reid, Joe Leonard had experience working on Stinsons including being a Stinson airplane owner for about 25 years. Mr. Reid completed about 10 annual inspections since June 2014 when he worked on N6152M.



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Interview #1 Summary

Vince Rivas
Airport Employee

Interview date and time: October 14, 2015; 1000 PDT

According to Mr. Rivas, he sprayed the airplane with fire retardant foam when it was being recovered. He stated that he observed "a lot" of fuel coming out of the tanks when the airplane was being flipped over.