



Aviation Investigation Final Report

Location:	SUSANVILLE, California	Accident Number:	LAX92LA013
Date & Time:	October 12, 1991, 09:40 Local	Registration:	N87607
Aircraft:	STINSON 108-8	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

IN A STATEMENT TO FAA INSPECTORS THE PILOT SAID HE WAS TURNING FROM BASE TO FINAL APPROACH WHEN THE AIRCRAFT SUDDENLY STALLED. THE AIRCRAFT MUSHED INTO THE GROUND SHORT OF THE RUNWAY. IN HIS COMPLETED PILOT AIRCRAFT ACCIDENT REPORT NTSB FORM 6120.1/2, THE PILOT SAID THAT HE WAS THINKING MORE ABOUT FISHING THAN FLYING THE AIRCRAFT DURING THE APPROACH TO THE AIRPORT. HE NOTED THAT HE SHOULD HAVE 'PAID MORE ATTENTION TO HIS AIRSPEED'. THE PILOT STATED THAT THERE WERE NO MECHANICAL MALFUNCTIONS OR FAILURES OF THE AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INADVERTENT STALL DUE TO THE FAILURE OF THE PILOT TO MAINTAIN A CORRECT AIRSPEED DURING THE APPROACH.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

- Findings
1. (C) AIRSPEED(VREF) - NOT MAINTAINED - PILOT IN COMMAND
 2. (F) DIVERTED ATTENTION - PILOT IN COMMAND

3. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	44, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 13, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	650 hours (Total, all aircraft), 600 hours (Total, this make and model), 18 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N87607
Model/Series:	108-8 108-8	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 4, 1991 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	27 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2794 Hrs	Engine Manufacturer:	FRANKLIN
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	6A4-150
Registered Owner:	ROACH, THOMAS R	Rated Power:	150 Horsepower
Operator:	ROACH, THOMAS R	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	80 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RIO LINDA , CA (Q94)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	07:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	SPAULDING 1Q2	Runway Surface Type:	Asphalt
Airport Elevation:	5110 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	4600 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	40.570446,-120.610565(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons: DEBRA JOINER; RENO , NV

Original Publish Date: May 26, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27476>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).