



Aviation Investigation Final Report

Location:	MONTAGUE, California	Accident Number:	LAX92LA282
Date & Time:	July 5, 1992, 11:00 Local	Registration:	N592C
Aircraft:	STINSON 108-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PILOT, THE LEFT MAIN WHEEL DISINTEGRATED JUST AFTER TOUCHDOWN AND HE COULD NOT PREVENT THE AIRCRAFT FROM VEERING OFF THE RUNWAY. AS THE AIRCRAFT ENTERED THE GRASSY DIRT AREA NEXT TO THE RUNWAY, THE LEFT AXLE DUG INTO THE SOIL AND THE AIRCRAFT NOSED OVER. THE PILOT REPORTED THAT THE WHEEL ASSEMBLY WAS AN ORIGINAL EQUIPMENT ITEM ON THE AIRCRAFT, WHICH WAS MANUFACTURED IN 1948 AND HAS ACCRUED A TOTAL TIME IN SERVICE OF 1,407 HOURS. THE PILOT SAID HE HAD REMOVED AND INSPECTED THE WHEEL THE DAY BEFORE THE ACCIDENT AND THAT IT APPEARED NORMAL. POST ACCIDENT INSPECTION OF THE WHEEL PIECES BY THE PILOT REVEALED EVIDENCE OF A SMALL FAIRLY RECENT CRACK IN THE WHEEL CASTING NEAR THE AXLE. THE PILOT FURTHER SAID THE CRACK WAS IN THE INSIDE PART OF THE WHEEL AND UNDER THE TIRE WHERE IT COULDN'T HAVE BEEN OBSERVED UNLESS THE WHEEL HAD BEEN COMPLETELY DISASSEMBLED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE DISINTEGRATION OF THE LEFT WHEEL DURING THE LANDING ROLL OUT AND THE RESULTANT INABILITY OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT. A FACTOR IN THE ACCIDENT WAS THE SOFT NATURE OF THE TERRAIN ENCOUNTERED BY THE AIRCRAFT AFTER LEAVING THE RUNWAY SURFACE.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,WHEEL - CRACKED
2. (C) LANDING GEAR,WHEEL - DISINTEGRATED
3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - INADVERTENT

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - SOFT

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	70, Male
Airplane Rating(s):	Single-engine land; Multi-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:	July 2, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	8000 hours (Total, all aircraft), 750 hours (Total, this make and model), 7800 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N592C
Model/Series:	108-3 108-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-3592
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 21, 1991 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	21 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1407 Hrs	Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	6A4-165-B3
Registered Owner:	TALMADGE WESTMORELAND	Rated Power:	165 Horsepower
Operator:	TALMADGE WESTMORELAND	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	30 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CONCORD , CA (CCR)	Type of Flight Plan Filed:	VFR
Destination:	(YVR)	Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROHRER FIELD 105	Runway Surface Type:	Asphalt
Airport Elevation:	2527 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3600 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.749084,-122.670761(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	JIM KELLEY; SACRAMENTO , CA
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27678

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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](#).