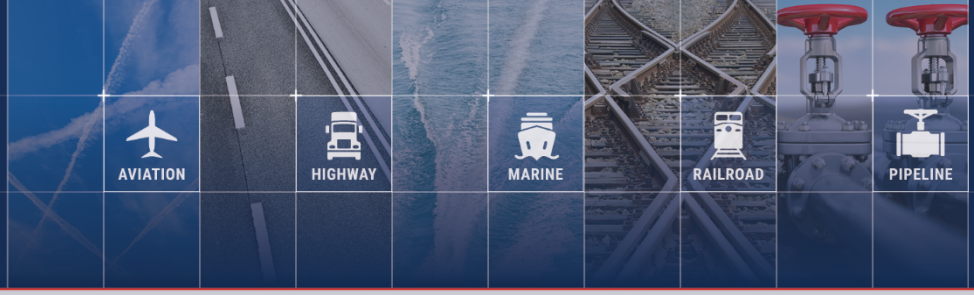

Aviation Investigation Final Report

Location:	LODI, California	**Accident Number:**	LAX95LA083
Date & Time:	January 21, 1995, 12:05 Local	**Registration:**	N9359K
Aircraft:	STINSON 108-2	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT MADE A TRAFFIC PATTERN APPROACH AND LANDED USING RUNWAY 26. DURING ROLLOUT, THE PILOT ENCOUNTERED AN ESTIMATED 10 KNOT LEFT CROSSWIND FROM ABOUT 180 DEGREES. THE AIRPLANE VEERED OFF THE RUNWAY, ENTERED A DITCH AND NOSED OVER. THE PILOT STATED THAT HE HAD NOT EXPEREINCED ANY MECHANICAL PROBLEMS WITH HIS AIRPLANE. THE PILOT REPORTED TO A RESPONDING SHERIFF THAT HE HAD LANDED DOWNWIND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the existing crosswind wind condition and his failure to maintain proper alignment with the runway.

Findings

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

Findings
1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings
4. TERRAIN CONDITION - DITCH

Factual Information

On January 21, 1995, at 1205 Pacific standard time, a Stinson 108-2, N9359K, operated by the pilot, ground looped and nosed over during landing rollout on runway 26 at the Lodi (uncontrolled) Airport, Lodi, California. Visual meteorological conditions prevailed at the time of the personal flight. The airplane was substantially damaged. Neither the private pilot nor the two passengers was injured. The flight originated from Livermore, California, at 1130.

According to the deputy sheriff who responded to the accident site, the pilot informed him that he should not have made a downwind landing. The airplane came to rest in a ditch adjacent to the south side of the runway.

On January 23, 1995, the pilot verbally reported to the National Transportation Safety Board that he was not certain what the wind direction was when he landed. He estimated, however, that he experienced approximately a 10-knot crosswind. Thereafter, the airplane went into the ditch. The pilot stated that he did not experience any mechanical problems with his airplane.

Subsequently, in the pilot's completed Aircraft Accident Report, he indicated that at the time of the accident the wind was from the south between 8 and 10 knots.

Pilot Information

Certificate:	Private	**Age:**	63,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--w/ waivers/lim	**Last FAA Medical Exam:**	August 9, 1994
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	941 hours (Total, all aircraft), 15 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	**Registration:**	N9359K
Model/Series:	108-2 108-2	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal; Provisional (Special)	**Serial Number:**	9259
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	July 8, 1994 Annual	**Certified Max Gross Wt.:**	2400 lbs
Time Since Last Inspection:	10 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2262 Hrs	**Engine Manufacturer:**	FRANKLIN
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	6A4-165-B3
Registered Owner:	DAVID E. HENNINGTON	**Rated Power:**	165 Horsepower
Operator:	DAVID E. HENNINGTON	**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:	Scattered / 6000 ft AGL	**Visibility**	7 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	180°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LIVERMORE , CA (LVK)	**Type of Flight Plan Filed:**	None
Destination:	(1O3)	**Type of Clearance:**	None
Departure Time:	11:30 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	LODI 1O3	**Runway Surface Type:**	Asphalt
Airport Elevation:	58 ft msl	**Runway Surface Condition:**	Wet
Runway Used:	26	**IFR Approach:**	None
Runway Length/Width:	3085 ft / 42 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	2 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	3 None	**Latitude, Longitude:**	38.110397,-121.159355(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	STEVE STEINHOFF; OAKLAND , CA
Original Publish Date:	May 9, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29014