



# Aviation Investigation Final Report

<b>Location:</b>	LODI, California	<b>Accident Number:</b>	LAX95LA083
<b>Date &amp; Time:</b>	January 21, 1995, 12:05 Local	<b>Registration:</b>	N9359K
<b>Aircraft:</b>	STINSON 108-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	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 EXPERIENCED 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

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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

<b>Certificate:</b>	Private	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 9, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	STINSON	<b>Registration:</b>	N9359K
<b>Model/Series:</b>	108-2 108-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Provisional (Special)	<b>Serial Number:</b>	9259
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 8, 1994 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2262 Hrs	<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	6A4-165-B3
<b>Registered Owner:</b>	DAVID E. HENNINGTON	<b>Rated Power:</b>	165 Horsepower
<b>Operator:</b>	DAVID E. HENNINGTON	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 6000 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LIVERMORE , CA (LVK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(103 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LODI 103	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	58 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3085 ft / 42 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

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

## Administrative Information

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

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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](#).