



# Aviation Investigation Final Report

<b>Location:</b>	YUMA, Arizona	<b>Accident Number:</b>	LAX00LA008
<b>Date &amp; Time:</b>	October 9, 1999, 07:00 Local	<b>Registration:</b>	N871C
<b>Aircraft:</b>	Stinson 108-3	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated he was on landing rollout at a private dirt airstrip when a gust of wind pushed the airplane to the left side of the runway. The pilot tried to counter with rudder control, but was unable to prevent the airplane from departing the runway. The airplane hit a 2-foot-high berm and encountered a ditch.

## 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 conditions.

### 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) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

- 4. TERRAIN CONDITION - BERM
- 5. TERRAIN CONDITION - DITCH

## Factual Information

On October 9, 1999, about 0700 hours mountain standard time, a Stinson 108-3, N871C, sustained substantial damage when it collided with ground obstacles after veering off the left side of the runway while landing at a private dirt strip near Yuma, Arizona. The private pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The pilot sustained minor injuries and the passenger was not injured. The personal flight originated from a private landing strip in Somerton, Arizona, about 0645. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot stated he was on landing rollout when a gust of wind pushed the airplane to the left side of the runway. The pilot tried to counter with rudder control, but was unable to prevent the airplane from departing the runway. The airplane hit a 2-foot-high berm and encountered a ditch, collapsing the right main landing gear and buckling the airframe in the gear attachment area.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, 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>	April 14, 1998
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	542 hours (Total, all aircraft), 42 hours (Total, this make and model), 507 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Stinson	<b>Registration:</b>	N871C
<b>Model/Series:</b>	108-3 108-3	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	108-3871
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 19, 1998 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Franklin
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	6A4-165-B3
<b>Registered Owner:</b>	ROBERT EATON	<b>Rated Power:</b>	165 Horsepower
<b>Operator:</b>		<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>	YUM ,216 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	06:56 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	40°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SOMERTON , AZ (P49 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LARRY BOYD FARMS NONE	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	200 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	15	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2500 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	32.720581,-114.509063(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Plagens, Howard
<b>Additional Participating Persons:</b>	LARRY JONES; SCOTTSDALE , AZ
<b>Original Publish Date:</b>	April 25, 2001
<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=47552">https://data.ntsb.gov/Docket?ProjectID=47552</a>

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