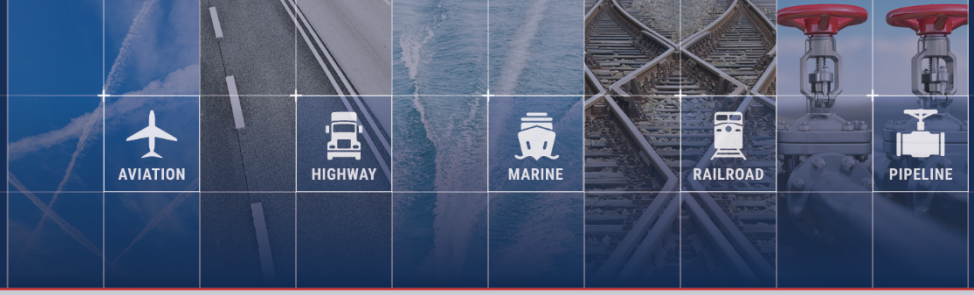

Aviation Investigation Final Report

Location:	LAS CRUCES, New Mexico	**Accident Number:**	DEN00LA068
Date & Time:	March 24, 2000, 10:30 Local	**Registration:**	N442C
Aircraft:	Stinson 108-2	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that shortly after he took off from runway 26, he felt the engine was not developing enough power, so he made a 180 degree turn and landed on runway 8 with an estimated tailwind velocity of 5 knots. He said he failed to maintain directional control and the airplane skidded to the left and off the runway, bending the right rear spar. The engine was later disassembled and examined. The no. 6 intake valve was found burnt and was not seating properly. The mechanic told the pilot this condition would account for the loss of power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control, resulting in an inadvertent ground loop/swerve. Factors were a burnt and unseated intake valve, and the tail wind.

Findings

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

Findings
1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. (F) ENGINE ASSEMBLY,VALVE,INTAKE - BURNED
3. (F) ENGINE ASSEMBLY,VALVE,INTAKE - OPEN
4. (F) WEATHER CONDITION - TAILWIND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings
6. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

On March 24, 2000, approximately 1030 mountain standard time, a [Universal] Stinson 108-2, N442C, registered to and operated by the pilot, was substantially damaged when it collided with terrain during a precautionary landing at Las Cruces International Airport, Las Cruces, New Mexico. The private pilot and three passengers were not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being operated under Title 14 CFR Part 91. The flight had just originated.

The pilot said that shortly after he took off from runway 26, he felt the engine was not developing enough power, so he made a 180 degree turn and landed on runway 8 with an estimated tailwind velocity of 5 knots. "[During] rollout, I failed to maintain directional control and, as a result, the airplane skidded to the left," he wrote. "When I departed the asphalt, the right wheel dug in to soft soil and tipped the left wing up and the right wing down, which bent the rear spar."

The engine was later disassembled and examined. The no. 6 intake valve was found burnt and was not seating properly. The mechanic told the pilot this condition would account for the loss of power.

Pilot Information

Certificate:	Private	**Age:**	67,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:**	July 16, 1998
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	683 hours (Total, all aircraft), 638 hours (Total, this make and model), 646 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	**Registration:**	N442C
Model/Series:	108-2 108-2	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	108-3442
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	March 27, 1999 Annual	**Certified Max Gross Wt.:**	2230 lbs
Time Since Last Inspection:	79 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2231 Hrs	**Engine Manufacturer:**	Franklin
ELT:	Installed, not activated	**Engine Model/Series:**	6A4-165-B3
Registered Owner:	PAUL E. JOHNSON	**Rated Power:**	165 Horsepower
Operator:		**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**	50 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	260°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(LRU)	**Type of Flight Plan Filed:**	None
Destination:	(LRU)	**Type of Clearance:**	None
Departure Time:	10:30 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	LAS CRUCES INTERNATIONAL LRU	**Runway Surface Type:**	Asphalt
Airport Elevation:	4456 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	8	**IFR Approach:**	None
Runway Length/Width:	6073 ft / 100 ft	**VFR Approach/Landing:**	Precautionary landing

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:**	32.260143,-106.820175(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	RANDALL W ROUNDTREE; ALBUQUERQUE , NM
Original Publish Date:	December 4, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48882