Aviation Investigation Final Report

Location:	Falmouth, Massachusetts	**Accident Number:**	NYC01LA093
Date & Time:	April 5, 2001, 13:00 Local	**Registration:**	N980C
Aircraft:	Stinson 108-3	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

When the pilot departed the airport, the wind was favoring runway 25. About 90 minutes later, the pilot returned to the airport. Before landing, he monitored the automated terminal information service (ATIS) of another airport, located on an island about 13 miles south. According to the pilot, that ATIS information indicated a direct crosswind for runway 25. The pilot aborted his first landing attempt because he was too fast. During the second landing attempt, the airplane touched down, but a gust of wind pushed the empennage to the left. The airplane departed the right side of the runway and struck a tree. The pilot added that before landing, the windsock near the trees appeared "limp," but he did not recall the position of the windsock on top of a hangar. However, after the accident, the pilot observed the windsock on top of the hanger, and the winds were favoring runway 07. Additionally, the ATIS information at an airport located about 13 miles to the east, indicated a quartering tailwind of 13 to 19 knots. The pilot stated that in retrospect he should have landing on runway 07.

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 while landing. Factors were the pilot's inadequate weather evaluation and a tailwind.

Findings

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

Findings
1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - TAILWIND
3. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings
4. OBJECT - TREE(S)

Factual Information

On April 5, 2001, about 1300 eastern daylight time, a Stinson 108-3, N980C, was substantially damaged while landing at Falmouth Airpark (5B6), Falmouth, Massachusetts. The certificated commercial pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the flight that originated from Katama Airpark (1B2), Edgartown, Massachusetts. The personal flight was conducted under 14 CFR Part 91.

The pilot stated that earlier in the day, he departed 5B6 and flew to 1B2. During the initial departure from 5B6, the wind favored runway 25, which was 2,300 feet long and 40 feet wide. The pilot further stated that there were two windsocks at 5B6; one on a hangar, and one surrounded by trees at the approach end to runway 25.

The pilot stayed at 1B2 for approximately 90 minutes, and returned to 5B6. During the return flight, the pilot monitored the Martha's Vineyard Airport (MVY), Vineyard Haven, Massachusetts, automated terminal information service (ATIS), and the reported wind was from 340 degrees. During his first attempt to land on runway 25, the pilot felt that he was "too fast, like he had a tailwind." He performed a go-around, and observed that the windsock near the trees was "limp." He did not recall observing the second windsock located on top of a hangar. During the second attempt, the pilot landed on landed on runway 25. However, the wind pushed the empennage to the left, and the airplane departed the right side of the runway. The right wing struck a tree, and the airplane came to rest. After the accident, the pilot observed that the windsock on the hangar was favoring runway 07, at 5-7 knots. The pilot added that in retrospect, he should have landed on runway 07.

The reported wind at an airport about 13 miles to the east of 5B6, at 1256, was from 030 degrees at 13 knots, gusting to 19 knots. MVY was located on an island, about 13 miles south of 5B6. The reported wind at MVY at 1235, was from 360 degrees at 12 knots, gusting to 18 knots.

Pilot Information

Certificate:	Commercial	**Age:**	62,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:**	November 1, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	April 27, 1999
Flight Time:	1021 hours (Total, all aircraft), 194 hours (Total, this make and model), 1021 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	**Registration:**	N980C
Model/Series:	108-3	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	3980
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	August 14, 2000 Annual	**Certified Max Gross Wt.:**	2800 lbs
Time Since Last Inspection:	20 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2092 Hrs as of last inspection	**Engine Manufacturer:**	Franklin
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	6A4-165B3
Registered Owner:	Walter Volz	**Rated Power:**	165 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	HYA,55 ft msl	**Distance from Accident Site:**	13 Nautical Miles
Observation Time:	12:56 Local	**Direction from Accident Site:**	80°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	13 knots / 19 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	30°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.27 inches Hg	**Temperature/Dew Point:**	10°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Edgartown, MA (1B2)	**Type of Flight Plan Filed:**	None
Destination:	Falmouth, MA (5B6)	**Type of Clearance:**	None
Departure Time:	12:30 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Falmouth Airpark 5B6	**Runway Surface Type:**	Asphalt
Airport Elevation:	43 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	25	**IFR Approach:**	None
Runway Length/Width:	2300 ft / 40 ft	**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	41.55978,-70.619911(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Lawrence Mayer; FAA FSDO-01; Bedford, MA
Original Publish Date:	October 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52023