



# Aviation Investigation Final Report

---

<b>Location:</b>	Falmouth, Massachusetts	<b>Accident Number:</b>	NYC01LA093
<b>Date &amp; Time:</b>	April 5, 2001, 13:00 Local	<b>Registration:</b>	N980C
<b>Aircraft:</b>	Stinson 108-3	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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 hangar, 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 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

<b>Certificate:</b>	Commercial	<b>Age:</b>	62, 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>	November 1, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	April 27, 1999
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

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

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).