



Aviation Investigation Final Report

Location:	Clarksburg, California	Accident Number:	WPR10LA072
Date & Time:	December 4, 2009, 15:30 Local	Registration:	N6649M
Aircraft:	Stinson 108-3	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Witnesses who spoke with the pilot immediately after the accident reported that he stated he approached the runway too high and too fast. The airplane overran the runway end and collided with blackberry bushes and a tree about 20-25 feet from the end of the runway. The firewall was substantially damaged.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper touchdown point and excessive airspeed during landing, which resulted in a runway overrun.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Environmental issues	Tree(s) - Not specified
Personnel issues	Incorrect action performance - Pilot

Factual Information

History of Flight

Landing-landing roll	Landing area overshoot (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

On December 4, 2009, about 1530 Pacific standard time (PST), a Stinson 108-3, N6649M, overran the end of the runway during landing, and collided with a tree at Borges-Clarksburg Airport (CN13), Clarksburg, California. The owner/pilot was operating the airplane under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The private pilot was not injured, and the airplane sustained substantial damage to the firewall. The cross-country personal flight departed Hayward, California, at an unknown time. Visual meteorological conditions prevailed, and no flight plan had been filed.

Witnesses, who spoke with the pilot immediately after the accident, reported that he stated he approached the runway too high and too fast, overrunning the end and colliding with brush and a tree. The airplane came to rest about 20-25 feet beyond the runway. The airplane was subsequently moved to the ramp area.

Post accident examination by a Federal Aviation Administration (FAA) inspector revealed substantial damage to the airplane's firewall.

At the time of this report, the pilot had not submitted the National Transportation Safety Board (NTSB) Form 6120.1, Pilot/Operator Aircraft Accident/Incident Report, nor has the pilot responded to requests for information from the FAA.

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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 2 None	Last FAA Medical Exam:	March 1, 2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N6649M
Model/Series:	108-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-4649
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	FRANKLIN
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	6A4165 SERIES
Registered Owner:	On file	Rated Power:	165 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SAC,24 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	12°C / 6°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	Hayward, CA (HWD)	Type of Flight Plan Filed:	None
Destination:	Clarksburg, CA (CN13)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Borges-Clarksburg Airport CN13	Runway Surface Type:	Grass/turf
Airport Elevation:	12 ft msl	Runway Surface Condition:	Unknown
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	2260 ft / 90 ft	VFR Approach/Landing:	Full stop

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:	38.439167,-121.505279(est)

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Brook B Stewart; Federal Aviation Administration; Sacramento, CA
Original Publish Date:	June 27, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=75137

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