



# Aviation Investigation Final Report

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<b>Location:</b>	Santa Clarita, California	<b>Accident Number:</b>	WPR12CA129
<b>Date &amp; Time:</b>	March 11, 2012, 18:49 Local	<b>Registration:</b>	N4143C
<b>Aircraft:</b>	Stinson 108-3	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The airplane owner/pilot stated that he overflowed the airstrip, which was oriented northeast/southwest in hilly terrain, and saw that the windsock indicated light wind from the southwest. He entered a left traffic pattern for a landing to the northeast (downwind). When the airplane was about halfway down the airstrip, it had still not touched down, and the pilot decided to abandon the landing attempt. He applied takeoff power, pitched and trimmed for a climb, established a positive rate of climb, and retracted the flaps. The airplane did not appear to be outclimbing the rising terrain, so the pilot increased the pitch attitude in an attempt to increase the climb rate. The stall warning sounded a few times, and, each time, the pilot readjusted the pitch as necessary to silence the warning. The pilot continued to fly the runway heading because he did not want to attempt any turns and thereby risk an aerodynamic stall. The airplane impacted terrain about 1.6 miles from and about 1,000 feet above the midpoint of the airstrip. A fire, first visible on the right side of the cowling near the battery, quickly ensued, which consumed the fuselage and wings. The pilot reported that he did not experience any mechanical conditions or failures that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed decision to abandon the landing attempt, which resulted in the airplane colliding with rising terrain. Contributing to the accident was the pilot's decision to land with a tailwind.

## Findings

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<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Tailwind - Contributed to outcome
<b>Environmental issues</b>	Mountainous/hilly terrain - Ability to respond/compensate

## Factual Information

### History of Flight

<b>Approach-VFR go-around</b>	Controlled flight into terr/obj (CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50, 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>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 20, 2010
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 18, 2012
<b>Flight Time:</b>	433 hours (Total, all aircraft), 120 hours (Total, this make and model), 433 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Stinson	<b>Registration:</b>	N4143C
<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>	108-5143
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 5, 2011 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	922 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	922 Hrs as of last inspection	<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	C91A installed	<b>Engine Model/Series:</b>	6A4165 SERIES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	165 Horsepower
<b>Operator:</b>	On file	<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>	WHP,1003 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	17:47 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 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>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Temperature/Dew Point:</b>	15°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Agua Dulce, CA (I70 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Santa Clarita, CA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:40 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	34.548053,-118.335281(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Huhn, Michael
<b>Additional Participating Persons:</b>	Jerry Dees; FAA/FSDO; Van Nuys, CA
<b>Original Publish Date:</b>	May 15, 2012
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=83089">https://data.nts.gov/Docket?ProjectID=83089</a>

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