



National Transportation Safety Board Aviation Accident Final Report

Location:	Clarksburg, CA	Accident Number:	WPR10LA072
Date & Time:	12/04/2009, 1530 PST	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 (Cause)
Personnel issues	Incorrect action performance - Pilot (Cause)
Environmental issues	Tree(s) - Not specified

Factual Information

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.

History of Flight

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

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 Medical Exam:	03/01/2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	STINSON	Registration:	N6649M
Model/Series:	108-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
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 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	SAC, 24 ft msl	Observation Time:	1553 PST
Distance from Accident Site:	3 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	360°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	12° C / 6° C
Lowest Ceiling:	None	Visibility	4 Miles
Wind Speed/Gusts, Direction:	3 knots, 320°	Visibility (RVR):	
Altimeter Setting:	30.12 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	Haze; No Precipitation		
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	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:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Patrick H Jones	Adopted Date:	06/27/2011
Additional Participating Persons:	Brook B Stewart; Federal Aviation Administration; Sacramento, CA		
Publish Date:	06/27/2011		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75137		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.