



National Transportation Safety Board Aviation Accident Final Report

Location:	Sharon, KS	Accident Number:	GAA16CA070
Date & Time:	12/02/2015, 1632 CST	Registration:	N97537
Aircraft:	STINSON 108	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during the landing roll on a rough grass private strip, the airplane impacted a "little bump" and became airborne. He reported that he elected to abort the landing due to the end of the runway and trees that were "coming up pretty fast".

The pilot further reported that he knew the airplane would not be able to climb and turn at the same time due to the low airspeed. He elected to turn right, and subsequently impacted a fence post with the right wing strut. The airplane sustained substantial damage to both wings, and the fuselage.

According to the pilot there were no pre-impact mechanical failures or malfunctions with the airframe or engine 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 decision to continue the unstabilized approach and landing and his delayed decision to go around with an insufficient climb rate, which resulted with collision with trees.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained (Cause) Climb capability - Not attained/maintained (Cause)
Personnel issues	Decision making/judgment - Pilot (Cause) Aircraft control - Pilot (Cause) Delayed action - Pilot (Cause)

Factual Information

History of Flight

Landing-aborted after touchdown	Runway excursion (Defining event) Collision with terr/obj (non-CFIT)
---------------------------------	---

Pilot Information

Certificate:	Flight Instructor; Commercial; Military	Age:	71, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	11/13/2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 12000 hours (Total, all aircraft), 500 hours (Total, this make and model), 11500 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	STINSON	Registration:	N97537
Model/Series:	108 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	108-537
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	FRANKLIN
ELT:	C91A installed, not activated	Engine Model/Series:	6A4-150-B3
Registered Owner:	Rob C. Wright	Rated Power:	150 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KP28, 1535 ft msl	Observation Time:	2256 UTC
Distance from Accident Site:	4 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	299°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	9°C / -3°C
Lowest Ceiling:		Visibility	
Wind Speed/Gusts, Direction:	3 knots, 140°	Visibility (RVR):	
Altimeter Setting:	30.32 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HARPER, KS (8K2)	Type of Flight Plan Filed:	None
Destination:	Sharon, KS (N/A)	Type of Clearance:	None
Departure Time:	1345 CST	Type of Airspace:	Class G

Airport Information

Airport:	Private Airstrip (N/A)	Runway Surface Type:	Grass/turf
Airport Elevation:	1467 ft	Runway Surface Condition:	Rough; Vegetation
Runway Used:	210	IFR Approach:	None
Runway Length/Width:	1100 ft / 50 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None		

Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Adopted Date:	03/14/2016
Additional Participating Persons:	Timothy Chanay; FAA; Wichita, KS		
Publish Date:	03/14/2016		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92412		

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.