

CIVIL AERONAUTICS BOARD

ACCIDENT INVESTIGATION REPORT

Adopted: November 18, 1948

Released: November 19, 1948

MARYSVILLE, KANSAS—SEPTEMBER 5, 1948

An aircraft accident at Marysville, Kansas, about 1935C, September 5, 1948 resulted in death to Reverend Walter B. Zimmerman, his wife and daughter, and to Miss Kay Johnson, a friend of the family. The 108-3 Stinson, NC 953C, owned by the Stinson Flying Club, Broken Bow, Nebraska, was destroyed by impact and fire. It was powered by a Franklin 165 h.p. engine and had been flown approximately 210 hours. Reverend Zimmerman, age 56, was a certificated pilot with a private rating, and had flown approximately 45 hours. He had had no experience in night flying.

Reverend Zimmerman, accompanied by his three passengers, took off from Swanton, Nebraska, about 1745C for a cross-country pleasure flight. He landed at Crete, Nebraska, refueled, and took off from there at approximately 1900C for Manhattan, Kansas, located 105 miles SSE of Crete. Upon reaching Marysville, Kansas, which was en route and 57 miles from Crete, the pilot attempted to land on the southeast runway of Marysville Airport. It was dark at the time and the plane's navigation and landing lights were on, however, Marysville Airport has no night flying facilities. The plane bounced several times after touching the runway. Power was applied and the airport was circled to the right for another landing approach. While on the base leg of the

traffic pattern the aircraft stalled at about 100 feet and dived to the ground, striking wheels first at an angle of approximately 30°, then skidded forward about 12 feet in soft dirt. Fire followed immediately.

Examination of the wreckage disclosed no evidence of mechanical failure or malfunctioning prior to the accident and indications were that power was being developed at impact. The elevator trim tab was set for a nose-high position. Apparently the pilot had set it for landing and failed to adjust it when he discontinued his initial landing attempt. The weather was clear and there was little or no wind.

Upon the basis of evidence available the Board concludes that the probable cause of this accident was an inadvertent stall at an altitude too low for recovery. Contributing factors were the pilot's inexperience, and his failure to readjust the trim tab.

BY THE CIVIL AERONAUTICS BOARD

/s/ JOSEPH J. O'CONNELL, JR

/s/ OSWALD RYAN

/s/ JOSH LEE

/s/ HAROLD A JONES

Russell B Adams, Member, did not participate