



National Transportation Safety Board Aviation Accident Final Report

Location:	Sunriver, OR	Accident Number:	GAA16CA424
Date & Time:	08/05/2016, 1420 PDT	Registration:	N9250K
Aircraft:	STINSON 108	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported that during the landing roll in gusty wind conditions, the airplane veered off the runway to the right. The pilot further reported that he "applied full brakes" to avoid a bush, subsequently the airplane nosed over.

The airplane sustained substantial damage to both left lift struts.

The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

A review of recorded data from the automated weather observation station located on the airport, revealed that, about 5 minutes before the accident the wind was 360 degrees true at 7 knots, and wind gusts 13 knots. The airplane landed on runway 36.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during the landing roll in gusting wind conditions, which resulted in runway excursion and nose-over.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Other weather encounter Loss of control on ground (Defining event) Runway excursion Nose over/nose down
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Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	05/13/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	12/17/2014
Flight Time:	(Estimated) 109 hours (Total, all aircraft), 30 hours (Total, this make and model), 77 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N9250K
Model/Series:	108 2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	108-2250
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	04/22/2016, Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3123 Hours	Engine Manufacturer:	FRANKLIN
ELT:	C91A installed, not activated	Engine Model/Series:	6A4-165-B3
Registered Owner:	On file	Rated Power:	165 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KS21, 4164 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2115 UTC	Direction from Accident Site:	194°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 13 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	30° C / 2° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EVERETT, WA (PAE)	Type of Flight Plan Filed:	Unknown
Destination:	Sunriver, OR (S21)	Type of Clearance:	Unknown
Departure Time:	1100 PDT	Type of Airspace:	Class G

Airport Information

Airport:	SUNRIVER (S21)	Runway Surface Type:	Asphalt
Airport Elevation:	4163 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5461 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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	Latitude, Longitude:	43.877500, -121.452500 (est)

Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Report Date:	12/05/2016
Additional Participating Persons:	Marty Conroy; FAA; Portland, OR		
Publish Date:	12/05/2016		
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=93801		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).