



National Transportation Safety Board Aviation Accident Data Summary

Location:	Sunriver, OR	Accident Number:	GAA16CA424
Date & Time:	08/05/2016, 1420 PDT	Registration:	N9250K
Aircraft:	STINSON 108	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.

Flight Events

Landing-landing roll - Other weather encounter
Landing-landing roll - Loss of control on ground
Landing-landing roll - Runway excursion
Landing-landing roll - Nose over/nose down

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Effect on operation

Pilot Information

Certificate:	Private	Age:	45
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	FRANKLIN
Operating Certificate(s) Held:	None	Engine Model/Series:	6A4-165-B3
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KS21, 4164 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / 13 knots, 360°
Temperature:	30° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EVERETT, WA (PAE)	Destination:	Sunriver, OR (S21)

Airport Information

Airport:	SUNRIVER (S21)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	5461 ft / 75 ft		

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
Latitude, Longitude:	43.877500, -121.452500 (est)		

Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Adopted 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		

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.

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