



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Bandera, WA	<b>Accident Number:</b>	GAA19CA522
<b>Date &amp; Time:</b>	09/01/2019, 1130 PDT	<b>Registration:</b>	N97699
<b>Aircraft:</b>	Stinson 108	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that he wanted to practice a rejected takeoff on a downhill, 2,344-ft-long grass runway. During the simulated rejected takeoff, the airplane floated and did not settle immediately on the runway. He did not believe he could go around, so he landed the airplane and applied brakes. Subsequently, the airplane overran the runway, went down an embankment, and nosed over. The airplane sustained substantial damage to the vertical stabilizer and rudder. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. The pilot added that he should have practiced the maneuver on a longer runway.

## Probable Cause and Findings

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

The pilot's selection of unsuitable terrain for a simulated rejected takeoff, which resulted in a runway overrun and noseover.

## Findings

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<b>Personnel issues</b>	Decision making/judgment - Pilot (Cause)
<b>Environmental issues</b>	Sloped/uneven terrain - Decision related to condition (Cause)

## Factual Information

### History of Flight

Takeoff-rejected takeoff	Runway excursion Nose over/nose down (Defining event)
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### Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
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 With Waivers/Limitations	Last FAA Medical Exam:	04/12/2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	05/30/2018
Flight Time:	(Estimated) 456 hours (Total, all aircraft), 274 hours (Total, this make and model), 395 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N97699
Model/Series:	108 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	108-699
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	06/04/2019, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2933.27 Hours as of last inspection	Engine Manufacturer:	Franklin
ELT:	C126 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:	KSMP, 3967 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1756 UTC	Direction from Accident Site:	131°
Lowest Cloud Condition:	Few / 4000 ft agl	Visibility	
Lowest Ceiling:	Broken / 5000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	16° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bandera, WA (4W0)	Type of Flight Plan Filed:	None
Destination:	Bandera, WA (4W0)	Type of Clearance:	None
Departure Time:	1130 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	Bandera State (4W0)	Runway Surface Type:	Grass/turf
Airport Elevation:	1636 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	2344 ft / 100 ft	VFR Approach/Landing:	Simulated Forced Landing

## 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:	47.395278, -121.536389 (est)

## Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	03/17/2020
Additional Participating Persons:	David Bacon; FAA; Seattle, WA		
Publish Date:	03/17/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100197">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100197</a>		

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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](#).