



Aviation Investigation Factual Report

Location:	Atwater, Minnesota	Accident Number:	CEN24LA254
Date & Time:	July 6, 2024, 09:15 Local	Registration:	N312FM
Aircraft:	Vans RV8	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	67,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	October 24, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 13, 2024
Flight Time:	1740 hours (Total, all aircraft), 336 hours (Total, this make and model), 1340 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N312FM
Model/Series:	RV8	Aircraft Category:	Airplane
Year of Manufacture:	2013	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	8Z162
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 7, 2024 Condition	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	494 Hrs	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	YO-360-A1A
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBDH,1126 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	09:15 Local	Direction from Accident Site:	288°
Lowest Cloud Condition:	Few / 1200 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	23°C / 18°C
Precipitation and Obscuration:			
Departure Point:	Starbuck, MN (D32)	Type of Flight Plan Filed:	None
Destination:	Atwater, MN (68MN)	Type of Clearance:	VFR
Departure Time:	09:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Stanton Hill Aerodrome 68MN	Runway Surface Type:	Grass/turf
Airport Elevation:	1160 ft msl	Runway Surface Condition:	Wet
Runway Used:	36/18	IFR Approach:	None
Runway Length/Width:	2400 ft / 90 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	45.048597,-94.836668

Administrative Information

Investigator In Charge (IIC):	Miller, Bradley
Additional Participating Persons:	Greg Thurston; Federal Aviation Administration; Minneapolis, MN
Report Date:	
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194636

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).