



Aviation Investigation Final Report

Location:	Port Townsend, Washington	Accident Number:	WPR20CA271
Date & Time:	August 16, 2020, 08:00 Local	Registration:	N62130
Aircraft:	Ryan ST3KR	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, while landing he elected to change from a three-point landing to a two-point landing. Upon touch down, the airplane veered left and departed the runway surface. The pilot elected to go around and "applied full right rudder and power." Concerned the airplane would not gain enough altitude to clear the obstacles, the pilot reduced engine power and landed off the runway surface. Subsequently, the airplane impacted vegetation and the left main landing gear collapsed. The airplane sustained substantial damage to the left wing.

The pilot reported that there were no preimpact mechanical failures or malfunctions with the airplane or engine that would have precluded normal operation.

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 landing, which resulted in a runway excursion and impact with vegetation.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Directional control - Not attained/maintained

Factual Information

History of Flight

Landing	Miscellaneous/other
Landing	Loss of control on ground (Defining event)
Landing	Runway excursion
Landing	Attempted remediation/recovery
Landing	Collision with terr/obj (non-CFIT)
Landing	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 14, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 16, 2019
Flight Time:	(Estimated) 692 hours (Total, all aircraft), 39.5 hours (Total, this make and model), 648 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ryan	Registration:	N62130
Model/Series:	ST3KR	Aircraft Category:	Airplane
Year of Manufacture:	1943	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1812
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 21, 2019 Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3500 Hrs as of last inspection	Engine Manufacturer:	Kenner Motors Inc
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	R55
Registered Owner:	On file	Rated Power:	160 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:	KOS9	Distance from Accident Site:	
Observation Time:	15:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	18°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Port Townsend, WA (0S9)	Type of Flight Plan Filed:	None
Destination:	Port Townsend, WA (0S9)	Type of Clearance:	None
Departure Time:	07:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	Jefferson County Intl OS9	Runway Surface Type:	Asphalt
Airport Elevation:	110 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3000 ft / 25 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	48.05389,-122.810554(est)

Administrative Information

Investigator In Charge (IIC):	Epler, Scott
Additional Participating Persons:	Lawrence Tolentino; FAA; Des Moines, WA
Original Publish Date:	May 6, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101794

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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](#).