



Aviation Investigation Final Report

Location:	Stevenson, Washington	Accident Number:	WPR21LA251
Date & Time:	June 27, 2021, 08:28 Local	Registration:	N6548M
Aircraft:	Stinson 108-3	Aircraft Damage:	Destroyed
Defining Event:	Runway incursion veh/AC/person	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, he planned to fly one circuit in the traffic pattern, and then land from the south. The landing approach was uneventful, and having reached midfield, he began to initiate the flare. A van then crossed the runway directly in front of the airplane, and the pilot decided to perform a go-around. Although the airplane began to slowly climb, it was not climbing at a rate sufficient to clear the approaching rising terrain, and within a few seconds they reached the end of the runway. The pilot attempted to perform a forced landing into a clearing about 1,000 ft beyond the end of the runway, and shortly after impacting the ground, the airplane caught fire and was destroyed.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane or engine that would have precluded normal operation. He stated that standard procedures called for retracting the flaps once a positive rate of climb had been established, however he did not do so because the climb performance was not sufficient.

The airport owner reported that, due to rising terrain to the north of the 2,300 ft-long private turf airstrip, landing approaches from the south were recommended. The airstrip was 100 ft wide and bound by trees immediately to the left and right.

Probable Cause and Findings

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

A runway incursion, which resulted in a go-around, and subsequent forced landing when the airplane was not able to climb at a rate sufficient to clear approaching rising terrain.

Findings

Environmental issues	Ground vehicle - Effect on operation
Environmental issues	Mountainous/hilly terrain - Contributed to outcome

Factual Information

History of Flight

Landing-flare/touchdown	Runway incursion veh/AC/person (Defining event)
Approach-VFR go-around	Collision during takeoff/land

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	May 27, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 988 hours (Total, all aircraft), 214 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N6548M
Model/Series:	108-3	Aircraft Category:	Airplane
Year of Manufacture:	1948	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-4548
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 18, 2020 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3100 Hrs as of last inspection	Engine Manufacturer:	Franklin
ELT:	C91A installed, not activated	Engine Model/Series:	6A-4165-B3
Registered Owner:	BILL DOUGLAS B	Rated Power:	105 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:	KTTD,29 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	245°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.83 inches Hg	Temperature/Dew Point:	29°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Stevenson, WA (19WA)	Type of Flight Plan Filed:	None
Destination:	Stevenson, WA (19WA)	Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	KEY WAY 19WA	Runway Surface Type:	Grass/turf
Airport Elevation:	972 ft msl	Runway Surface Condition:	Dry
Runway Used:	15/33	IFR Approach:	None
Runway Length/Width:	2300 ft / 100 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	45.724543,-121.88893

Administrative Information

Investigator In Charge (IIC):	Simpson, Elliott
Additional Participating Persons:	Jon Bergstrom; FAA FSDO; Portland, OR
Original Publish Date:	November 16, 2021
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=103362

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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](#).