



Aviation Investigation Final Report

Location:	Columbus, Ohio	Accident Number:	ERA22LA353
Date & Time:	July 30, 2022, 10:40 Local	Registration:	N9162K
Aircraft:	Stinson 108-1	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, while landing, the airplane bounced twice and during the landing roll the airplane veered to the right. The pilot applied left rudder, but the airplane continued to turn right and came to a stop. Once the pilot egressed the airplane, he noticed that the left main landing gear had collapsed. Postaccident examination of the airplane revealed that it had sustained substantial damage to the fuselage and left wing. The pilot reported that there were no preaccident mechanical malfunctions or failures of the airplane 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 improper landing flare, which resulted in a bounced landing and a collapse of the left main landing gear.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Landing flare - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-flare/touchdown	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 27, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 14, 2020
Flight Time:	1038 hours (Total, all aircraft), 56 hours (Total, this make and model), 940 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N9162K
Model/Series:	108-1	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-2162
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 1, 2022 Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2751 Hrs as of last inspection	Engine Manufacturer:	Franklin
ELT:	Installed	Engine Model/Series:	6A4-150
Registered Owner:	On file	Rated Power:	150
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:	KCMH,810 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:51 Local	Direction from Accident Site:	145°
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	24°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lancaster, OH (LHQ)	Type of Flight Plan Filed:	None
Destination:	Columbus, OH	Type of Clearance:	VFR
Departure Time:	09:30 Local	Type of Airspace:	Class C

Airport Information

Airport:	JOHN GLENN COLUMBUS INTL CMH	Runway Surface Type:	Asphalt
Airport Elevation:	815 ft msl	Runway Surface Condition:	Dry
Runway Used:	28R	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	39.999119,-82.888363(est)

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	David Schlupe; FAA/FSDO; Columbus, OH
Original Publish Date:	May 4, 2023
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=105655

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](#).