



Aviation Investigation Final Report

Location:	Seguin, Texas	Accident Number:	CEN25LA243
Date & Time:	July 8, 2025, 18:45 Local	Registration:	N97577
Aircraft:	Stinson 108	Aircraft Damage:	None
Defining Event:	AC/prop/rotor contact w person	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After refueling the airplane, the engine failed to start after two attempts, and the pilot elected to reposition the propeller by hand. The magneto switch was left in the ON position, and the engine inadvertently started which resulted in a serious injury to the pilot’s arm. The unoccupied airplane then collided with a large metal sign and came to rest upright. The pilot reported that there were no preaccident mechanical failures or malfunctions with 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 failure to turn off the magneto switch before repositioning the propeller by hand which resulted in an inadvertent engine start.

Findings

Aircraft	Magneto/distributor - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot
Aircraft	(general) - Unintentional use/operation

Factual Information

History of Flight

Standing-engine(s) start-up	AC/prop/rotor contact w person (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	72, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	None
Other Aircraft Rating(s):	None	Restraint Used:	None
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Waiver time limited special	Last FAA Medical Exam:	May 6, 2025
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 6, 2024
Flight Time:	2423 hours (Total, all aircraft), 754 hours (Total, this make and model), 2373 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N97577
Model/Series:	108	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-577
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 8, 2025 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2113.3 Hrs at time of accident	Engine Manufacturer:	Franklin
ELT:	C91 installed, not activated	Engine Model/Series:	6A4-150-B3
Registered Owner:	On file	Rated Power:	150 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:	KRND,728 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	19:55 Local	Direction from Accident Site:	293°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	27°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Seguin, TX	Type of Flight Plan Filed:	None
Destination:	Seguin, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Zuehl 1TE4	Runway Surface Type:	
Airport Elevation:	592 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	None
Passenger Injuries:	N/A	Aircraft Fire:	Unknown
Ground Injuries:		Aircraft Explosion:	Unknown
Total Injuries:	1 Serious	Latitude, Longitude:	29.495662,-98.158637

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	Henderson, Steven; FAA-FSDO; San Antonio , TX
Original Publish Date:	October 30, 2025
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=200495

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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](#).