



Aviation Investigation Final Report

Location:	Arlington, Washington	Accident Number:	SEA01LA041
Date & Time:	January 20, 2001, 13:30 Local	Registration:	N228C
Aircraft:	Stinson 108-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated: "During the landing flare the right wing (upwind) rose, causing the airplane to touchdown [sic] on the left main gear (downwind). During the landing rollout the airplane yawed to the right and the wing tip contacted the runway surface." Weather conditions for the flight were described as visual meteorological conditions, with a high overcast and an easterly wind at 10 to 15 knots. The pilot reported that no mechanical failure or malfunction was involved in the accident. The pilot did not report which runway the accident took place on. The airport has two runways, one oriented north-south and the other oriented northwest-southeast.

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 roll.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Factual Information

On January 20, 2001, approximately 1330 Pacific standard time, a Stinson 108-2, N228C, owned by a private partnership and being operated by one of the partners, was substantially damaged in a loss-of-control accident on landing at Arlington Municipal Airport, Arlington, Washington. The commercial pilot flying the aircraft at the time (who was not one of the partners) and the partner-owner who was operating (but not flying) the aircraft at the time of the accident were uninjured. Visual meteorological conditions existed and no flight plan had been filed for the 14 CFR 91 flight from Harvey Field, Snohomish, Washington, which departed approximately 20 minutes before the accident.

The pilot reported in an initial telephone conversation with the NTSB that the two aircraft occupants intended to go to Arlington and take turns executing landings. The pilot reported that the loss of control occurred during the first landing at Arlington, which he flew. On his NTSB accident report, the pilot stated: "During the landing flare the right wing (upwind) rose, causing the airplane to touchdown [sic] on the left main gear (downwind). During the landing rollout the airplane yawed to the right and the wing tip contacted the runway surface." Weather conditions for the flight were described as visual meteorological conditions, with a high overcast and an easterly wind at 10 to 15 knots. The pilot reported that no mechanical failure or malfunction was involved in the accident.

The pilot did not report which runway the accident took place on. Arlington Municipal has two runways: runway 16-34, a 5,333- by 100-foot asphalt runway, and runway 11-29, a 3,500- by 75-foot asphalt runway.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 4, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 17, 2000
Flight Time:	2021 hours (Total, all aircraft), 40 hours (Total, this make and model), 1858 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N228C
Model/Series:	108-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-3228
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4261 Hrs	Engine Manufacturer:	Franklin
ELT:		Engine Model/Series:	6A4-165-B3
Registered Owner:	On file	Rated Power:	165 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Snohomish, WA (S43)	Type of Flight Plan Filed:	None
Destination:	Arlington, WA (AWO)	Type of Clearance:	None
Departure Time:	13:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	Arlington Muni AWO	Runway Surface Type:	Asphalt
Airport Elevation:	137 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	48.180286,-121.669631(est)

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	Dennis Franks; FAA-Seattle FSDO; Renton, WA
Original Publish Date:	September 6, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=51364

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](#).