



# Aviation Investigation Final Report

<b>Location:</b>	Lawrenceville, Georgia	<b>Accident Number:</b>	ATL07CA059
<b>Date &amp; Time:</b>	March 24, 2007, 20:20 Local	<b>Registration:</b>	N8384K
<b>Aircraft:</b>	Stinson 108	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane veered off the runway and ground looped. The pilot stated he made a visual approach to runway 25 and touched down on the main gear. The winds were calm. On touchdown the airplane veered to the left and departed the runway onto the grass. The airplane continued in a ground loop to the left before coming to a stop. The pilot stated he did not experience any mechanical problems with the airplane. Examination of the airplane revealed the right wing tip, right aileron tip, right wing root, right elevator tip, right main landing gear, and tail wheel were damaged.

## 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 on landing roll out resulting in a ground loop.

## Findings

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

Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

## Factual Information

The pilot stated he was conducting a VFR personal flight at night with three passengers. They departed Lawrenceville, Georgia, and flew around the local area before returning to the airport. The pilot stated he made a visual approach to runway 25 and touched down on the main gear. The winds were calm. On touchdown the airplane veered to the left and departed the runway onto the grass. The airplane continued in a ground loop to the left before coming to a stop. The pilot stated he did not experience any mechanical problems with the airplane. Examination of the airplane revealed the right wing tip, right aileron tip, right wing root, right elevator tip, right main landing gear, and tail wheel were damaged.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 1, 2006
<b>Flight Time:</b>	1167 hours (Total, all aircraft), 315 hours (Total, this make and model), 999 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Stinson	<b>Registration:</b>	N8384K
<b>Model/Series:</b>	108	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1354
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 1, 2006 Annual	<b>Certified Max Gross Wt.:</b>	2230 lbs
<b>Time Since Last Inspection:</b>	22 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2430 Hrs at time of accident	<b>Engine Manufacturer:</b>	Franklin
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	6A4-150-B3
<b>Registered Owner:</b>	Barry A. Bates	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KLZU, 1061 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	20:45 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.3 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lawrenceville, GA (KLZU)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lawrenceville, GA (KLZU)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:32 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Gwinnett County Briscoe Field KLZU	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1061 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	33.978054,-83.962219

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Carrol
<b>Additional Participating Persons:</b>	Michael A Lozano; College Park FSDO-11
<b>Original Publish Date:</b>	June 27, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=65477">https://data.nts.gov/Docket?ProjectID=65477</a>

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