



Aviation Investigation Final Report

Location:	FACTORYVILLE, Pennsylvania	Accident Number:	NYC82DA070
Date & Time:	April 14, 1982, 14:15 Local	Registration:	N8933K
Aircraft:	STINSON 108-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS PRACTICING LANDINGS IN GUSTY WIND CONDITIONS. HE REPORTED THAT THE FIRST LANDING WAS UNEVENTFUL, BUT THE SECOND LANDING WAS ABORTED DUE TO GUSTY TURBULENCE. HE STATED THAT THE THIRD LANDING WAS MADE IN RELATIVELY CALM WIND CONDITIONS UNTIL JUST AFTER TOUCHDOWN WHEN LEFT QUARTERING GUSTS CAUSED THE PLANE TO WEATHERVANE. THE AIRCRAFT WENT OFF OF THE RUNWAY AND NOSED OVER IN DEEP MUD. THE WIND WAS GUSTING TO 25 KNOTS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - WET
5. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 4, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	196 hours (Total, all aircraft), 107 hours (Total, this make and model), 148 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N8933K
Model/Series:	108-1 108-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	108-1933
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2078 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2487 Hrs	Engine Manufacturer:	FRANKLIN
ELT:	Installed	Engine Model/Series:	6A4-150B3
Registered Owner:	BERNARD J WILLIS	Rated Power:	165 Horsepower
Operator:	BERNARD J WILLIS	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

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:	Scattered / 3000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	55°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FACTORYVILLE , PA	Type of Flight Plan Filed:	None
Destination:	FACTORYVILLE , PA	Type of Clearance:	None
Departure Time:	13:45 Local	Type of Airspace:	

Airport Information

Airport:	SEAMANS	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	Contact
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.559524,-75.779396(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: April 14, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70644>

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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](#).