



Aviation Investigation Final Report

Location:	Moses Lake, Washington	Accident Number:	WPR11CA345
Date & Time:	July 23, 2011, 12:05 Local	Registration:	N8318K
Aircraft:	Stinson 108-1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that during the takeoff roll he had trouble maintaining directional control of the airplane. He elected to abort the takeoff and reduced the throttle to idle while applying both brakes. The airplane veered to the left off of the runway, nosed over, and came to rest inverted. The airplane's left wing strut and rudder received substantial damage. The pilot reported no preimpact mechanical malfunctions or failures that would have precluded normal operations.

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 an aborted takeoff.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Takeoff-rejected takeoff	Loss of control on ground (Defining event)
Takeoff-rejected takeoff	Runway excursion
Takeoff-rejected takeoff	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 15, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 20, 2011
Flight Time:	179 hours (Total, all aircraft), 11 hours (Total, this make and model), 126 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N8318K
Model/Series:	108-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-1318
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 14, 2011 Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1670 Hrs at time of accident	Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	6A4150 SERIES
Registered Owner:	BOYCE DELOS Z	Rated Power:	150 Horsepower
Operator:	BOYCE DELOS Z	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMWH,1189 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	11:52 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	23°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Moses Lake, WA (W20)	Type of Flight Plan Filed:	Unknown
Destination:	Moses Lake, WA (W20)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	

Airport Information

Airport:	Moses Lake Municipal W20	Runway Surface Type:	Asphalt
Airport Elevation:	1203 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2513 ft / 50 ft	VFR Approach/Landing:	None

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:	47.570644,-122.629508(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jefferey
Additional Participating Persons:	Stephen H Dunn; Federal Aviation Administration; Spokane, WA
Original Publish Date:	October 6, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=81212

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](#).