



Aviation Investigation Final Report

Location:	Cambridge, Minnesota	Accident Number:	CEN13CA284
Date & Time:	May 17, 2013, 08:10 Local	Registration:	N8931K
Aircraft:	Stinson 108-1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that after touchdown on the runway, an unexpected gusting crosswind turned the nose of the airplane to the left. The airplane ground looped and went off the east side of the runway, during which the left wing and firewall were substantially damaged. The pilot stated that there were no preaccident mechanical malfunctions or failures with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s loss of directional control while landing with a gusting crosswind.

Findings

Personnel issues	Incorrect action performance - Pilot
Environmental issues	Gusts - Effect on equipment

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	62, 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:	July 31, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 6, 2013
Flight Time:	523 hours (Total, all aircraft), 2 hours (Total, this make and model), 338 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N8931K
Model/Series:	108-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-1931
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	FRANKLIN
ELT:		Engine Model/Series:	6A4150 SERIES
Registered Owner:	Danial Stewart	Rated Power:	150 Horsepower
Operator:	Danial Stewart	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PNM	Distance from Accident Site:	15 Nautical Miles
Observation Time:	08:00 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	8700 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 8700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	14°C / -2°C
Precipitation and Obscuration:			
Departure Point:	Medford, WI (MDZ)	Type of Flight Plan Filed:	None
Destination:	Cambridge , MN (CBG)	Type of Clearance:	None
Departure Time:	06:45 Local	Type of Airspace:	

Airport Information

Airport:	Cambridge Regional Airport KCBG	Runway Surface Type:	Asphalt
Airport Elevation:	945 ft msl	Runway Surface Condition:	Dry
Runway Used:	16C	IFR Approach:	None
Runway Length/Width:	4001 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	45.556945,-93.26361 (est)

Administrative Information

Investigator In Charge (IIC):	Bothwell, Stuart
Additional Participating Persons:	David R Nelson; Federal Aviation Administration; Minneapolis-St Paul, MN
Original Publish Date:	July 29, 2013
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=86936

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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](#).