



Aviation Investigation Final Report

Location:	LAWRENCEVILLE, Georgia	Accident Number:	ERA13CA422
Date & Time:	September 19, 2013, 16:45 Local	Registration:	N8384K
Aircraft:	UNIVERSAL STINSON 108 1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he was completing a local sightseeing flight with friends. The weather was "clear and calm." He was cleared for a three-mile straight in approach to runway 7. Following a normal, stabilized approach, a "small bounce" occurred after the initial touchdown. The airplane deviated to the right and he corrected back to the left. The airplane then ground looped and came to rest upright in the grass, adjacent to the runway. An inspector from the Federal Aviation Administration examined the airplane and confirmed substantial damage to the right wing. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 the landing, resulting in a ground loop, runway excursion, and structural damage to the right wing.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	66
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 21, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 9, 2012
Flight Time:	1308 hours (Total, all aircraft), 442 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	UNIVERSAL STINSON	Registration:	N8384K
Model/Series:	108 1 3	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-1384
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 1, 2012 Annual	Certified Max Gross Wt.:	2401 lbs
Time Since Last Inspection:	13 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2557 Hrs at time of accident	Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	6A4150 SERIES
Registered Owner:	BATES BARRY A	Rated Power:	150 Horsepower
Operator:	BATES BARRY A	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LZU,1062 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:45 Local	Direction from Accident Site:	93°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	29°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAWRENCEVILLE, GA (LZU)	Type of Flight Plan Filed:	None
Destination:	LAWRENCEVILLE, GA (LZU)	Type of Clearance:	None
Departure Time:	15:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	GWINNETT COUNTY - BRISCOE FIEL LZU	Runway Surface Type:	Asphalt
Airport Elevation:	1062 ft msl	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	33.978054,-83.961944(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Ralph

Additional Participating Persons:

Original Publish Date: November 19, 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=88093>

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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](#).