



Aviation Investigation Final Report

Location:	Austin, Texas	Accident Number:	CEN17LA023
Date & Time:	October 18, 2016, 10:20 Local	Registration:	N97634
Aircraft:	Stinson 108	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was attempting to land the airplane after a cross-country flight. The pilot reported that he experienced difficulty controlling the airplane on the first attempted landing and conducted a go-around. During the second approach, the wind sheared at altitude, and the pilot had control problems. When the airplane touched down, he applied the left brake while pulling completely aft on the flight control yoke. The airplane rolled left, and the left wing struck the runway. The airplane subsequently nosed over, which resulted in substantial damage. The wind was recorded from 200° at 14 kts with gusts to 18 kts. It is likely the pilot did not maintain directional control during the landing with gusting wind conditions.

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 while landing in gusting wind conditions.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Contributed to outcome

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Nose over/nose down

This report was modified on August 20, 2020. Please see the docket for this accident to view the original report.

On October 18, 2016, about 1020 central daylight time, a Stinson 108 airplane, N97634, was involved in an accident at Austin Executive Airport (EDC), Austin, Texas. The airplane sustained substantial damage. The private pilot, the sole occupant, was not injured. The airplane was operated under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a personal flight. Day visual meteorological conditions prevailed for the flight, and no flight plan was filed.

A Federal Aviation Administration (FAA) inspector who responded to the accident reported that the pilot was flying the airplane from Zuehl Airport, near Marion, Texas, to EDC. The pilot reported to the FAA inspector that he experienced difficulty controlling the airplane on the first attempted landing and he conducted a go around. The pilot stated that during the second approach, the wind sheared at altitude and caused control problems. When the airplane touched down the pilot applied the left brake and pulled completely aft on the flight control yoke. The airplane rolled left and the left wing struck the runway and the airplane nosed over. An outboard section of the left wing and aileron were bent.

The pilot was sent a National Transportation Safety Board (NTSB) accident report form to complete twice and the NTSB has not received a completed report as of the date this report was published.

Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	August 25, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 140 hours (Total, all aircraft), 80 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N97634
Model/Series:	108 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-634
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	FRANKLIN
ELT:		Engine Model/Series:	6A4150 SERIES
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KEDC,617 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:15 Local	Direction from Accident Site:	192°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 1900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	45°C / 43°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Marion, TX (1TE4)	Type of Flight Plan Filed:	None
Destination:	Austin, TX (EDC)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	AUSTIN EXECUTIVE EDC	Runway Surface Type:	Asphalt
Airport Elevation:	620 ft msl	Runway Surface Condition:	Unknown
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	1550 ft / 25 ft	VFR Approach/Landing:	Full stop

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:	30.397499,-97.56639(est)

Administrative Information

Investigator In Charge (IIC):	Liedler, Courtney
Additional Participating Persons:	Christopher S Wehrmann; Federal Aviation Administration; San Antonio, TX
Original Publish Date:	September 14, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=94259

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](#).